Fifth Series Vol. XXXVIII, No. 37

Tuesday, April 16, 1974
Chaitra 26, 1896 (Saka)

LOK SABHA DEBATES

(Tenth Session)

PARLIAMENT LIBRARY
No. 4(7) 3
6. 12. 82

(Vol. XXVIII contains Nos. 31 to 40)

LOK SABHA SECRETARIAT
NEW DELHI
Price : Rs. 4 00

CONTENTS

No. 37—*Tuesday April 16, 1974/Chaitra 26, 1896 (Saka)*

	COLUMNS
Oral Answers to Questions :	
*Starred Questions Nos. 689, 690, 692, 693, 706 and 694 to 696 . .	1—36
Short Notice Question No. 8	36—42
Written Answers to Questions :	
Starred Questions Nos. 691, 697 to 705, 707 and 708 . .	42—51
Unstarred Questions Nos. 6784 to 6820, 6822, 6823, 6825 to 6849, 6851 to 6854 to 6856 to 6968	51—206
Calling Attention to Matter of Urgent Public Importance—	
Reported suicide by an Assistant Station Director of the Television Centre, Delhi	206—28
Question of Privilege—	
Alleged Deliberate Misleading Information given by the Minister	228—32
Papers Laid on the Table	233—34
Estimates Committee—	
Reports and Minutes—*presented*	234
Public Accounts Committee—	
Hundred and Twenty first Report—*presented*	234—35
Statement *Re.* Death of Several Patients in Kanpur Hospital due to spurious Glucose Injections	235—39
Dr. Karan Singh	235—36
Matter under Rule 377—	
News Item about Prime Minister's views on U.S. Troops in Vietnam	240—41
Re. Strike by Railwaymen from 8th May, 1974.	
Demands for Grants, 1974-75 . .	241—45
Ministry of Steel and Mines	246—356
Shri Chandulal Chandrakar	246—51
Shri Prabodh Chandra	251—56
Shri C. T. Dhandapani	256—64
Shri P. M. Mehta	264—69

*The sign † marked above the name of a Member indicates that the question was actually asked on the floor of the House by that Member.

	COLUMNS
Dr. Mahipatray Mehta	269—74
Shri Narsingh Narain Pandey	274—78
Prof. Madhu Dandavate	278—83
Shri Subodh Hansda	284—92
Shri Jagannath Rao	293—98
Shri E. R. Krishnan	298—302
Shri C. D. Gautam	302—306
Sardar Swaran Singh Sokhi	306—11
Shrimati Parvathi Krishnan	311—17
Shri Sukhdev Prasad	317—22
Shri Shrikishan Modi	323—26
Shri N. P. Yadav	326—30
Shri S. L. Peje	331—33
Shri Genda Singh	333—34
Shri K. D. Malaviya	334—53

LOK SABHA

Tuesday, April 16, 1974/ Chaitra 26, 1896 (Saka)

The Lok Sabha met at Eleven of the Clock

[MR. DEPUTY SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

सस्ती लागत पर विद्युत् का उत्पादन

\+

*689. श्री जगन्नाथ राव जोशी :
श्री अटल बिहारी वाजपेयी :

क्या सिंचाई और विद्युत् मंत्री यह बताने की कृपा करेंगे कि

(क) देश में न्यूनतम लागत पर विद्युत उत्पादन के लिए क्या कार्यवाही की जा रही है, और

(ख) विद्युत उत्पादन की निर्माणाधीन परियोजनाओं के कब तक पूरा होने की संभावनाएं हैं ?

सिंचाई और विद्युत् मंत्री (श्री कृष्णचन्द्र पन्त) (क) और (ख). विवरण सभा-पटल पर रखा जाता है ।

विवरण

(क) और (ख) देश में संभव न्यूनतम लागत पर विद्युत उत्पादन करने के लिए निम्नलिखित पग उठाए जा रहे हैं :—

(1) जल विद्युत शक्यता, जो कि साधारणतया सस्ता विद्युत स्रोत है, का द्रुत विकास ।

(2) कोयला क्षेत्रों में और उन के निकट के क्षेत्रों में उपयुक्त स्थलों पर वृहत ताप विद्युत केन्द्रों की स्थापना ताकि विद्युत केन्द्र के आकार के अनुसार, जितना बड़ा हो उतनी किफायत की जा सके और परिवहन की लागत को न्यूनतम किया जा सके ।

(3) क्षेत्रीय/राष्ट्रीय आधार पर विद्युत प्रणालियों का समेकित प्रचालन ताकि उपलब्ध उत्पादन क्षमता का उत्तम तथा अत्यधिक मितव्ययी समुपयोजन किया जा सके ।

(4) देश में आवश्यक निर्माण सुविधाओं, प्रचालन संबंधी जानकारी की उपलभ्यता तथा ऐसे वृहदाकार संयंत्रों का समुपयोजन करने के लिए प्रणाली की क्षमता के अनुसार उत्पादन यूनिटों के वृहत्तम अनुज्ञेय आकारों को अपनाना ।

(5) प्रशिक्षित व्यक्तियों द्वारा भी समुन्नत प्रचालन तथा रख-रखाव, ताकि संयंत्रों को मजबूरन तथा रख-रखाव के लिए कम से कम बन्द किया जाए, जिस पर बहुत खर्च आता है ।

(6) संयंत्र तथा उपस्कर और उनके प्रचालन की लागतों को कम करने के लिए अनुसंधान तथा विकास कार्य ।

उपर्युक्त उपायों को उत्तरोत्तर क्रियान्वित करने के लिए प्रयास किए जा रहे हैं और ये पांचवी तथा बाद की योजनाओं के दौरान भी जारी रखे जाएंगे ।

निर्माणाधीन विभिन्न परियोजनाओं को पूर्ण करने का संभावित कार्यक्रम संलग्न विवरण में दिया गया है ।

विवरण

वे विद्युत उत्पादन परियोजनाएं जो निर्माणाधीन हैं और उन के प्रचालन की संभावित तिथि:–

	(आंकड़े मिलियन किलोवाट में) 1974-75	1975-76	1976-77	1977-78	1978-79	
क—जल विद्युत्						
(1) आगे ले जाई जाने वाली और चालू .	0.8	1.38	4 36	0.5	1.0	5.04
(2) नई . .	..	..	..	..	0.01	0 01
उप–योग (क) .	0 8	1.38	4.36	0.5	1.01	5.05
(ख)—ताप						
(1) आगे ले जाई जाने वाली और चालू .	1.51	1.12	1.46	0 55	0 12	4.79
(2) नई . .	..	0 06	0 57	0 54	0 20	1 37
उप–योग (ख) .	1.54	1 18	2.03	1.09	0.32	6.16
ग—परमाणु						
(1) आगे ले जाई जाने वाली और चालू .	..	0.2	0.2		0 2	0.60
नई .	..	.		.		.
उप–योग (ग) .	..	0 2	0.2	..	0 2	0.60
कुल योग .	2.34	2.76	[illegible] 59	1.59	1.53	11.81

श्री जगन्नाथ राव जोशी : उपाध्यक्ष महोदय, यह विवरण अभी मुझे टेबिल आफिस से मिला है, किन्तु फिर भी मैं माननीय मंत्री महोदय से यह जानना चाहता हूं कि सस्ती लागत पर विद्युत उत्पादन की दृष्टि से जो उपाय इस में दिया गया है कि जहां पर कोयले का विपुल भण्डार है, उस के नजदीक उस की स्थापना करें ताकि उस में खर्च कम हो, तो इस दृष्टि से आप ने कभी वर्क आउट कर के देखा है कि ट्रांसमीशन लाइनों में खर्च ज्यादा आता है या कोयले को दूर ले जाने में खर्च ज्यादा आता है ? क्योंकि इस में वैगन्स का सवाल भी आता है ?

दूसरा सवाल यह है कि इस में जो सुझाव दिया है, तो इस सुझाव के आधार पर पांचवीं योजना के अन्तर्गत कहां कहां पर आप का थरमल स्टेशन बनाने का विचार है और कहां पर आप ने इन को स्थापित किया है ?

श्री कृष्ण चन्द्र पंत : उपाध्यक्ष जी, यह सही है कि जहां कोयला पाया जाता है, उसके नजदीक अगर बिजली का कारखाना बनाया जाए, तो उस में आम तौर पर सस्ती बिजली बनेगी बेमुकाबले उस के कि कोयले की खानों से दूर बिजली का कारखाना हो, लेकिन जैसा कि माननीय सदस्य ने कहा कि ट्रांसमीशन लाइन्स पर कितनी कास्ट पड़ती है और उस बिजली को ले जाने पर कितना खर्चा पड़ता है, उस को भी देखना होता है। जहां पर बिजली की खपत है और उस स्थान से जहां पर बिजली का उत्पादन होता है, उस के ले जाने पर जो खर्च होता है, उस को अगर न देखा जाए, तो पूरी तस्वीर सामने नहीं आएगी। इसलिए दोनों चीजों को देखना पड़ेगा और उनको देखने के बाद ही यह फैसला हो सकता है कि कहां पर बिजली का कारखाना बनाया जाए।

कुछ बड़े बिजली के कारखाने बनाने की हमारी योजना है और सुपर थरमल स्टेशन्स जिन को कहते हैं उन के लिए कुछ साइट्स सलेक्ट करने के लिए साइट्स छांटने के लिए एक कमेटी बनाई है और वह कमेटी यह देख रही है कि वहां पर इस तरह के सुपर थरमल स्टेशनस बनाए जाएं। उस कमेटी की रिपोर्ट शीघ्र आने वाली है।

श्री जगन्नाथ राव जोशी : अपने प्रश्न के 'ख' भाग में मैंने पूछा है कि निर्माण कार्यों में काफ़ी विलम्ब हुआ है और उस का एक कारण मुझे ऐसा लगता है, यह है कि जो निर्माणाधीन कार्य हैं, यह राज्यों के बिजली बोर्डों पर छोड़ना है। इसलिए मैं सरकार से यह जानना चाहता हूं कि इस में जो यह विलम्ब हुआ है, उस के और कोई कारण हैं या यह कि राज्य सरकारों को जितनी तेजी से, जितनी चुस्ती से इस काम को करना चाहिए था उस को उन्होंने नहीं किया है। इस में एक सवाल यह भी पैदा होता है कि बिजली पूरे देश में जो पैदा होती है, वह जल-विद्युत द्वारा निर्माण होती है, थरमल से उस को बनाते हैं और फिर अणु से भी इस का निर्माण करते हैं और यह कृषि, उद्योग और घरेलू इन तीन को दी जाती है लेकिन हर प्रदेश में इन तीनों उद्योगों के लिये अलग अलग दरें हैं। मुझे यह अच्छा नहीं लगता है। क्या सरकार इसके बारे में सोचेगी कि इस में समान मूल्य हर प्रदेश में और हर केटेग्री के लिए रहें ?

श्री कृष्ण चन्द्र पन्त : जहां तक दूसरे प्रश्न का सम्बन्ध है हर राज्य को इस की इजाजत है इस का यह अधिकार है कि वह मूल्य निर्धारित करे और आज तो मूल्यों में अन्तर है और जैसा कि माननीय सदस्य ने कहा कि सब जगह बिजली के मूल्य एक ही हों, तो यह इतना आसान नहीं है। मसलन मैं आप को दो ही बातें बताऊं कि कैरला में और कर्नाटक में जो बिजली पैदा होती है, वह हाइडल की बिजली है और वह सस्ती है। मध्य प्रदेश में कुल बिजली या विदर्भ में जो जो कुल बिजली पैदा होती है, वह कोयले से पैदा होती है और उस में काफ़ी अन्तर है। तो बिजली के मूल्यों में उनकी दरों में भी इन सारी बातों को देखना होगा और जब नेशनल ग्रिड बनेगा और उस के साथ साथ टैरिफ की बात

श्री डी० एन० तिवारी : पूर्वी उत्तर प्रदेश और नार्थ बिहार के लिये यही एक लिंक है जिस से वहा के यात्री सफर करते है। यदि लखनऊ से उनको ट्रेन नही मिलती है तो नार्थ बिहार और पूर्व उत्तर प्रदेश मे नही जा सकते हैं। क्या मैं जान सकता हू कि—इतनी भीड़ के होते हुए भी सरकार कोई ट्रेन नही चलाना चाहती है मुसाफिरो को तकलीफ देना चाहती है इस की क्या वजह है ?

श्री मुहम्मद शफ़ी कुरेशी : मुसाफिरों को तकलीफ़ नही दी जा रही है बल्कि कोशिश की जा रही है कि उन को सफर की ज्यादा सुविधाये मिले । लेकिन सब से बड़ी मुश्किल यह है कि जब तक दिल्ली मे तीसरा टर्मिनल नही बनेगा तब तक कोई भी फास्ट ट्रेन दिल्ली और लखनऊ के दर्मियान चलाना मुश्किल है ।

MR. DEPUTY-SPEAKER: Next question—Question No. 693. Along with that we will take up Question No. 706 also as they are identical.

Reduction in Production of Wagons in Railway Workshops

+

*693. SHRI INDRAJIT GUPTA:

SHRI M. KALYANA SUNDARAM:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have reduced the production of wagons in Railway Workshops;

(b) whether Government have increased the orders for wagons with the private wagon builders;

(c) if so, the reasons therefor and the names of private wagon builders with whom orders have been increased; and

(d) what is the capacity of these private wagon builders?

THE MINISTER OF RAILWAYS (SHRI L. N. MISHRA): (a) to (d). A statement is laid on the Table of the Sabha.

Statement

(a) No, Sir.

(b) to (d). There has been no increase in the overall orders placed on private wagon builders during 1973-74 as compared to previous years. However, in view of their better performance leading to less outstandings, the following five private wagon builders have received increased orders:—

1. M/s. Texmaco.
2. M/s. Cimmco.
3. M/s. Braithwaite
4. M/s Modern Industries.
5. M/s. Jessop & Co.

The capacity of these wagon builders is as under:

(Figures in terms of 4-wheelers)

	Licenced capacity	Installed capacity
M/s. Texmaco .	3600	3600
M/s. Cimmco .	2000	2000
M/s. Braithwaite .	3000	3000
M/s. Modern Ind. .	2000	2000
M/s. Jessop & Co. .	3279	3279

Agreement in regard to Formula for Wagon Prices

+

*706. SHRI P. M. MEHTA:

SHRI TARUN GOGOI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether any agreement has been reached in regard to the formula for wagon prices;

MR. DEPUTY-SPEAKER: The point is, if I allow a question on a particular project, then I will be opening the door for questions in regard to all the projects in India. There will be no end to it.

SHRI SAMAR GUHA: I would like to know, whether it is in the knowledge of the Government that a special plan to produce power from city waste and garbage was purchased from Skoda & Company by West Bengal Government before the War. This has not been made use of. If it is not within the knowledge of the Government, will they enquire into the matter and see that this is utilised for making power from city waste and garbage of Calcutta?

SHRI K. C. PANT: I shall have to enquire into it.

DR. MAHIPATRAY MEHTA: In the context of shortage of power, may I know whether it is a fact that many State Governments placed orders for power generation equipments with BHEL Hardwar, but they are still lying with the manufacturers as they have not been lifted. If so, may I know what action is being taken to see that this machinery is lifted and utilized for power generation to relieve the shortage of power?

MR. DEPUTY-SPEAKER: That is a separate question.

DR. MAHIPATRAY MEHTA: If the machinery is lifted, more power can be generated.

MR. DEPUTY-SPEAKER: Regarding the lifting of machinery you have to ask a separate question.

PROF. MADHU DANDAVATE: May I know whether it is true that in the wake of increasing coal and kerosene shortage and the power crisis, scientists have now come out with techniques to exploit sun light as an alternative source of energy and, if so, whether this solar energy will be used to energise solar water heaters, solar dryers for agricultural produce, solar stills and also for domestic lighting?

MR. DEPUTY-SPEAKER: It is a suggestion for action.

PROF. MADHU DANDAVATE: Will they take solar energy as an alternative source of energy?

SHRI K. C. PANT: There is a Power Group which is going into the question of non-traditional sources of energy. Solar energy being one of them, this subject is certainly under study in India. A small beginning was made years ago. But, then, interest flagged. Now we are trying to revive it.

SHRI R. S. PANDEY: It has been suggested on the floor of the House many a time that the crisis can be overcome by having pit-head power generating plants, especially in areas like Madhya Pradesh which have abundant supply of coal.

MR. DEPUTY-SPEAKER: It is mentioned in the statement. It is a *suggestion for action.*

SHRI NAWAL KISHORE SINHA: May I know whether the recommendation of the Energy Commission appointed in 1965, with which foreign experts were associated, is being kept in view, particularly in the case of setting up power stations in areas where the actual supply has to be made so that there would not be long transmission lines?

MR. DEPUTY-SPEAKER: In the statement the Minister has mentioned that he will do it.

SHRI K. C. PANT: In reply to a supplementary I have already stated that in the matter of location of thermal units both these factors,

namely, the proximity to the coal-bearing area and the distance to the consuming centre have to be kept in view.

Demand for Increase in Price of crude oil by Burmah Shell and Caltex

+

*690. SHRI V. MAYAVAN:
SHRI DEVINDER SINGH GARCHA:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government fears a further increase in the prices of the crude as a result of revision of the participation agreement between Western oil companies and the Gulf Countries;

(b) whether in the wake of this agreement the Burmah Shell and the Caltex companies have demanded a raise in the oil prices with retrospective effect; and

(c) if so, the reaction of Government to their demand?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH): (a) to (c). The revision of the Participation Agreement is still under negotiation between Western Oil Companies and some of the Gulf Countries. Any final agreement that may be reached in this regard is expected to be made applicable retrospectively from 1st January, 1974. The precise impact of the final agreement on the per barrel cost to the oil companies will become known only when the agreement has been finalised. However, Burmah Shell and Caltex have intimated increase in their prices provisionally in anticipation of the revision of this Agreement. Exon have also asked for price increases on this basis, but only with effect from 1st March, 1974. This matter is presently under the examination of the Government.

SHRI V. MAYAVAN: May I know from the hon. Minister the reaction of the Government. The Burmah Shell and the Caltex have intimated increase in their prices provisionally in anticipation of the revision of the Participation Agreement. Did the Government persuade these two Companies not to raise the prices unless and until the negotiations between the Western Oil Companies and some of the Gluf countries are finalised?

SHRI D. K. BOROOAH: I would like to know the exact position about the Participation Agreement between the oil companies and the oil producing countries....

SHRI V. MAYAVAN: What is the reaction of the Government?

SHRI D. K. BOROOAH: We are asking them to reconsider it.

SHRI V. MAYAVAN: Whether these two Companies will be taken over by the Government of India as in the case of Esso Company.

MR DEPUTYY-SPEAKER: That is a separate question. I think, a policy statement was made and it came out in the papers.

SHRI D. K. BOROOAH: The Government will take over these Companies as early as possible.

श्री जगन्नाथ राव मिश्र . श्रीमन् तेल-बाहुल्य देशों से हमारा जो आर्थिक सहयोग हुआ है क्या उस का अनुकूल असर तेल के मूल्य पर नही पडता है अगर हां, तो फिर बर्मा शैल और काल्टेक्स कम्पनियां के द्वारा यह मूल्य वृद्धि का प्रश्न क्यो उठता है ?

SHRI D. K. BOROOAH: The oil producing countries are selling oil on the basis of their formula accepted by them on 1st January, 1974 and they have increased what is known

as the posted price to around 11.57 dollars. Out of that, the price that we have to pay is 93 per cent of it. That is the price they have fixed to far as the sale by the national companies is concerned.

So far as the Oil Companies are concerned, they still continue to stick to the Agreement which they have arrived at between them and the oil companies. That is why the oil companies are in a position to charge a lower price than the national companies.

SHRI INDRAJIT GUPTA: If I understand the Minister aright, he said that the Burmah Shell and Caltex have already asked the Government for an increase in prices in anticipation of an increase which may be sanctioned by the Agreement between the Gulf countries and the Oil Companies. So, I would like to know from him, firstly, what is the extent of the rise in price per barrel that the Burmah Shell and Caltex have asked for in anticipation and, secondly, why it is that in his original reply to Mr. Mayavan's Question, he did not mention the fact which he said later in reply to his supplementary that the Government have asked these Companies to recognise their demand. I would like to know specifically, when the Government have known them not to ask for anticipatory rise in price but to wait, whether the reaction of the Companies has been available or what they have said to the Government about it. I have never heard of an anticipatory rise in price. They are not prepared to wait even.

SHRI D. K. BOROOAH: I have already said that it is under consideration. We are unwilling to pay. We have told them that we are not to pay. They have proposed it. We have not accepted it.

SHRI INDRAJIT GUPTA: What is the extent of rise in price per barrel that they have asked for?

SHRI D. K. BOROOAH: From 1st January, 1974, they have intimated the revised price. The Caltex have asked for 8.97 dollars per barrel and the Burmah Shell have asked for 9.12 dollars per barrel.

SHRI INDRAJIT GUPTA: What is the extent of rise in this?

SHRI D. K. BOROOAH: It is the price that they have asked for.

MR. DEPUTY-SPEAKER: You are given the absolute figure. He wants to know what is the extent of rise from the old price.

SHRI D. K. BOROOAH: I cannot give in terms of percentage. I can give the exact figures.

MR. DEPUTY-SPEAKER: Let him work it out.

SHRI D. K. BOROOAH: So far as Exon is concerned, we have been paying 8.29 dollars per barrel; they have now asked for 9.27 dollars per barrel. Caltex has asked for 3 97 dollars and Burmah-Shell has asked for 9.12 dollars. The price that we have been paying them should be of the same order—8.29 or 8.30 dollars.

लखनऊ और दिल्ली के बीच एक अतिरिक्त तेज गाड़ी चालू करने की योजना

*692. श्री हुकम चन्द कछवाय : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या लखनऊ और दिल्ली के बीच बढ़ते हुए यात्री यातायात को ध्यान में रखते हुए, इस लाइन पर एक अतिरिक्त तेज गाड़ी चालू करने की कोई योजना सरकार के भी विचाराधीन है ; और

(ख) यदि हां, तो यह योजना कब तक क्रियान्वित की जाएगी ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) No, Sir.

(b) Does not arise.

श्री हुकम चन्द कछवाय . उपाध्यक्ष महोदय, मैं माननीय मंत्री जी से जानना चाहता हूं कि नई दिल्ली और पुरानी दिल्ली से लखनऊ तक तथा लखनऊ हो कर आगे जाने वाली कितनी गाडिया है, इन गाडियो की कैपेसिटी कितनी है

MR. DEPUTY-SPEAKER: That is a different question. The main question is about an additional Fast Train Now you are asking about the number of trains running between Lucknow and Delhi.

श्री हुकम चन्द कछवाय उपाध्यक्ष महोदय, मैं यह प्रश्न इस लिए पूछ रहा हूं कि इस समय यातायात काफी बढा है और माननीय मंत्री जी ने अपना उत्तर "न" में दिया है, इस लिये मैं जानना चाहता हूं कि इस समय कितनी गाडिया चल रही है, कितनी फास्ट ट्रेन्ज चल रही है, सप्ताह मे उन की संख्या कितनी है तथा प्रतिदिन कितने यात्री बिना सफर के रह जाते है ?

श्री मुहम्मद शफ़ी कुरेशी · दिल्ली से लखनऊ तक जो गाडिया चलती हैं वे हैं—29–30 लखनऊ मेल, 83–84 लखनऊ एक्सप्रैस—ये दोनो गाडिया रात को चलती हैं। इन के अलावा 55–56 दिल्ली पटना एक्सप्रेस चलती है जो दिन में चलती है, इस तरह से कुल तीन गाड़िया हैं, रात की दोनो गाड़ियो मे ज्यादा भीड़ होती है जब कि दिल्ली पटना एक्सप्रैस से कम यात्री सफर करते हैं । इस समय सबसे बड़ी मुश्किल यह है कि हमारे पास टरमिनल कैपेसिटी नहीं है, जिस की वजह से मजीद गाड़ियां नहीं बढ़ाई जा सकतीं ।

श्री हुकम चन्द कछवाय : मंत्री जी ने स्वीकार किया है कि रात की गाड़ियों में ज्यादा रश होता है । 79–80 कैपेसिटी के डिब्बों में 300 आदमी भर कर जाते है। क्या आप इस बात की जाच करवायेंगे कि कैपेसिटी के मुकाबले बहुत ज्यादा लोग भर कर जाते है जिस से काफी लोगो की जेबे कटती है, काफ़ी मार पीट होती है और बिना लिये-दिये जगह नही मिलती है ।

श्री मुहम्मद शफ़ी कुरेशी जेब कटने के मुतल्लिक तो मुझे ज्यादा इल्म नही है, कछवाय जी को ज्यादा मालूम है । बाकी यह बात सही है कि इन ट्रेनों मे ओवर-क्राउडिंग है जिस को कम करने की कोशिश की जा रही है, मजीद डिब्बे लगाने की कोशिश हो रही है ।

श्री हुकम चन्द कछवाय उपाध्यक्ष महोदय, मेरे प्रश्न का उत्तर नही आया,

MR. DEPUTY-SPEAKER: You asked about pick-pockets. How can the Minister give a reply about it? He is not in charge of pick-pockets.

श्री हुकम चन्द कछवाय मैने पूछा था कि वहा भीड को कम करने के लिये क्या कोशिशो की संख्या बढ़ाने वाले है या गाडियों की संख्या बढ़ाने वाले हैं—इस के बारे मे उन की क्या योजना है—इस का उत्तर आना चाहिये ।

SHRI MOHD. SHAFI QURESHI: I have already stated that in these two trains, viz., 29-30 Lucknow Mail, 83-84 Lucknow Express, the capacity utilisation is: 109-110 per cent in Third Class, 93 per cent in AC and 96 per cent in the First Class. There is a little over-crowding.

भी आएगी तो उस वक्त हम यह देखेंगे कि कहा तक इस अन्तर को कम कर सकते हैं।

जो आप का पहला प्रश्न है, उस में मैं इतना ही कहूंगा कि राज्य सरकारों ने कोई इरादतन इस में देर नहीं की है और यह राज्य सरकारों के हित में भी है कि वे जल्दी से जल्दी इन योजनाओं को पूरा करें और बिजली पैदा करें, लेकिन कभी कभी कुछ ऐसे हालात पैदा हो जाते है जैसे कि उन को सामान नही मिलता या मशीन नहीं मिलता, जिस के कारण वह काम जल्दी नहीं पूरा कर सकती है। इसलिए इन चीजों को भी देखना पड़ेगा, लेकिन मैं समझता हूं कि पाचवी पंचवर्षीय योजना में राज्य सरकारो को और केन्द्र को इस पर विशेष ध्यान देना होगा और पाचवी पचवर्षीय योजना के जो लक्ष्य हैं, उन को पूरा करने के लिये वे विशेष कदम उठाए।

SHRI D. D. DESAI: Sir, the hon. Minister has mentioned low rates of hydel power and the present question also refers to cheap power. He also referred to cost impact of transmission and distribution lines. In these respects, Narmada hydel project with 1.5 million KW capacity would be the cheapest. Submergence in every hydel project is there, and is unavoidable. Therefore, will the Minister take up the work of Narmada hydel project at the earliest date so that the whole ready market of Western India, with 1.5 million KW of power from Narmada...

MR. DEPUTY-SPEAKER: This is a specific case.

SHRI D. D. DESAI: We are talking about cheap hydel power.

MR. DEPUTY-SPEAKER: This is a general question. You are going into the details of a specific case.

SHRI D. D. DESAI: Let me put a general question. Will the hydel power projects be completed, wherever it is possible, including Narmada or not?

MR. DEPUTY-SPEAKER: Will you emphasise on hydel power generation including a particular project?

SHRI K. C. PANT: I do not think he is interested in a general answer. So far as the particular question is concerned, it is a subject of inter-State dispute, as my friend knows.

SHRI J. MATHA GOWDER: May I know from the hon. Minister, how many generating projects are under consideration and which are the States?

SHRI K. C. PANT: The question is, how many projects are under consideration. The number is not given. But, the general picture is given in the statement there.

MR. DEPUTY-SPEAKER: I think you require notice for this.

SHRI K. C. PANT: I require notice in regard to the names of the States. Part of the information is given.

MR. DEPUTY-SPEAKER: He has given the volume of generation.

SHRI VAYALAR RAVI: May I know from the hon. Minister, as Kerala is one of the cheapest electricity producing States, whether it is a fact that the Idikhi project, which is under completion has suffered recently due to lack of funds which have not been allotted from the Central Government. If so, what steps have been taken to expedite the completion of the project?

(b) if so, the salient features thereof; and

(c) when it is likely to be introduced?

THE MINISTER OF RAILWAYS (SHRI L. N. MISRA): (a) to (c). In consultation with the Ministry of Heavy Industry, an agreement has been reached in regard to the prices for wagons. Some of the important factors which are borne in mind while computing these prices are as follows:—

(i) cost of steel.

(ii) cost of bought out components.

(iii) conversion cost.

(iv) profit at 15 per cent of conversion cost.

Orders for wagons against 1973-74 Rolling Stock Programme have already been placed on the basis of the above agreement.

SHRI INDRAJIT GUPTA: According to the statement, there are five private wagon builders who received increased orders during 1973-74. I would like to know from the hon. Minister as to what is the extent of these increased orders placed on these five firms during 1973-74 and how many extra wagons they were asked to supply.

SHRI L. N MISHRA: In 1972-73, M/s. Texmaco supplied 3280 wagons and this year orders for 5655 wagons were placed on them. M/s Cimmco supplied 1779.5 wagons in 1972-73 and this year the order is for 3817 wagons. In th case of M/s. Braithwaite, it was 1950.5 and this year it is 3478.5 and then Modern Industries... I have got a long list—supplied 395 and orders placed this year are for 850.3. Jessops it was 18.95 and now it is 900.

SHRI INDRAJIT GUPTA: Although I just would like to point out that it is not strictly correct for him to call Braithwaite and Jessops as private wagon builders....

SHRI L. N. MISHRA: They are not.

SHRI INDRAJIT GUPTA: But you have put them in your answer as private wagon-builders. I find from this list that two major wagon builders, namely, Burn and Company and Indian Standard Wagon Company have been excluded. I would like to know whether it is a fact that the prices of wagons which were fixed with these two companies in the previous year, that is, 1972-73 according to them were too low to make up the backlog or the outstanding and they asked for higher prices. If so, may I know whether the refusal to agree to the higher prices is the reason why these two companies have not been given any increased orders?

SHRI L. N. MISHRA: Shri Indrajit Gupta knows in the first place that wagon building, manufacture and production of wagons come under the purview of the Ministry of Heavy Industries Previously it was with us but after the Heavy Industry Ministry was created it was transferred to them. Therefore the direct responsibility is that of the Heavy Industry Ministry. And, at the moment I have no information, but I may say that they got bigger orders mainly because of their performance. That was due to better performance and qaulity also. That is the main reason for this thing and there was no other consideration.

SHRI INDRAJIT GUPTA: Were orders not placed by the Railways but by the Heavy Industry Ministry?

SHRI L. N. MISHRA: We indent; we give out our demands and they on our behalf place the order on both private and public sector units.

SHRI P. N. MEHTA: I would like to know whether there was any dif-

ference of opinion regarding the formula for wagon price between the Heavy Industry Ministry and Railway Ministry? Who had demanded more price for wagons and when? When was this agreement reached between Heavy Industry and Railways? What is the shortfall of the wagon production during the year 1971-72?

SHRI L. N. MISHRA: Sir, so far as the first question is concerned, namely, demanding higher prices, I would say that almost all the private units as well as public sector units demanded higher price because of the rise in the cost of steel and also other components and labour costs etc. This demand for increase in price therefore came from both the sectors, private as well as public sectors. We have given them quite a big rise in the price of wagons. About the production figure of 1971-72, I would require notice. The other question he asked was whether there was any difference There is no difference at all, we work unitedly. We have had discussions I myself had three meetings with Mr. Pai, So there is no difference between us.

SHRI P. M. MEHTA. When the proposal was mooted? When did they arrive at the agreement? That is the major point.

SHRI L. N. MISHRA: Sometime in August or September.

SHRI DINESH CHANDRA GOSWAMI: What is the normal cost of production of wagon in the railway workshop and also in private wagon company? If there is difference what is the extent of the difference?

SHRI L. N. MISHRA Shri Goswami is a clever man....

MR. DEPUTY SPEAKER: You should have a clever man in your [illegible]

SHRI L. N. MISHRA: It is not advisable for any manufacture to give out the cost of producton. And so far as the Railway units are concerned, it will not be in the public interest to give out our cost of production.

SHRI S. M. BANERJEE: Sir, according to the figures supplied by the hon. Minister, it seems that production has gone up. I would like to know from him whether it is a fact that we were exporting wagons to various socialist countries. If so. what has happened to that? If so, I would like to know the figures of exports in 1971-72.

MR DEPUTY-SPEAKER: How do the exports come in? The question here is about the cost of manufacture. Export is a different question. Please do not bring in the exports here. You put that question to the Minister of Commerce. You may put some other question Shri Bhatia.

SHRI RAGHUNANDAN LAL BHATIA. Amritsar Railway Workshop was producing 3,000 to 3,500 wagons a year Now, they are producing only 1500 wagons or so. May I know from the Minister why the Amritsar Workshop is not being utilised to its full capacity? Why was the order placed with a private company?

SHRI L. N. MISHRA: It is not a question of placing order with the private sector or public sector. We have got three units at present. In the Fifth Five Year Plan, our programme is for doubling the capacity of these railway units in Amritsar, Samastipur and Golden Rock Workshops. We have got the capacity in the plants to double the wagon manufacture.

SHRI DINEN BHATTACHARYYA: I have seen the statement given by the Minister. May I know, at the present moment, what is the actual requirements of railway wagons and whether there is any gap between the supply and the demand position in the Railways?

SHRI L. N. MISHRA: In the Fifth Five Year Plan period there can be a

gap. At present we are not in difficulty so far as wagons are concerned. Of course there is no physical problem at all as far as manufacture of wagons is concerned. Our problem is with regard to movement of wagons. So far as number of wagons to be manufactured is concerned, we have no problem at all.

SHRI DINEN BHATTACHARYYA: Sir, we have got our experience. That is why I want to know what is the actual requirement of wagons in the Railways.

SHRI SAMAR GUHA: May I know from the hon. Minister that before placing an increased order with the private sector company like Jessops Company, whether the Government has made an enquiry to find out whether the Government factories are utilising their installed capacity in the matter of production of wagons or not. Also have they gone into the costing?

SHRI L. N. MISHRA: We have gone into the question of rising prices. Costing question was gone into before placing an order with the private company. So far as the capacity of the plants is concerned in the matter of wagon manufacture, we are trying to utilise them to their full capacity.

SHRI SAMAR GUHA: My question has not been answered. Before placing an order with the private company, whether any examination has been made to find out that the full utilisation of the installed capacity of the Government companies has been made use of.

MR. DEPUTY-SPEAKER: He said 'Yes'.

श्री हुकम चन्द कछवाय : उपाध्यक्ष महोदय, मंत्री जी ने अपने मूल प्रश्न के उत्तर में बताया है कि एक बोगी बनाने में कुछ लोहा, कुछ पुर्जे लगते हैं, मैं जानना चाहता हूं कि कितना लोहा लगता है, कितने पुर्जे लगते हैं और उस में मजदूरी क्या पड़ती है? एक बोगी बनकर कितने में तैयार होती है और क्या उतना ही खर्चा प्राइवेट कम्पनियों में भ पड़ता है? यदि नहीं, तो दोनों में कितना अन्तर है?

MR. DEPUTY-SPEAKER: I think he will require notice for all the details.

श्री हुकम चन्द कछवाय : मंत्री जी के पास फीगर्स है लेकिन वे बताना नहीं चाहते।

MR. DEPUTY-SPEAKER: He has not got the figures ready with him. He has to get them. Figures are made in the Rail Bhawan and he has not got them.

श्री हुकम चन्द कछवाय : माननीय मंत्री जी के पास सब प्रकार की जानकारी है लेकिन वह जानबूझ कर बताना नहीं चाहते। अगर उन के पास इस समय जानकारी नहीं है तो वह यह नहीं कहे कि जानकारी हासिल करने के बाद में दे देंगे। .... (व्यवधान) ... मैं जानकारी चाहता हूं। सरकार के कारखानों में ज्यादा पैसा लगता है, प्राइवेट में कम लगता है .... (व्यवधान) ......

MR. DEPUTY-SPEAKER: If you go on like this I shall be very shy of asking you from now. You put a separate question and the Minister will give the reply. Kindly sit down. (*Interruptions*) ....

Please, sit down. Order. please, Order, please. I am hearing anything except Mr. Sathe and the Minister.

SHRI VASANT SATHE: In view of the Minister's reply that there is no shortage of wagons but actual difficulty is created on account of movement, what steps are being taken to see that the wagons are not detained at a particular station for a longer time and they are kept rolling?

SHRI L. N. MISHRA: We have a programme to keep the wagons always moving but there has been a shortfall in movement of wagons mainly on account of the fact that large number of wagons have been declared sick and because of pilferage going on, wagons have broken and that percentage has gone up. We are short of wagons in that sense. But we are making a special effort to see that the sick wagons also come and as Mr. Sathe is aware last year the demurrage charges had been doubled so that wagons are not kept waiting by the private people.

श्री रामावतार शास्त्री : क्या यह सच है कि रेल डिब्बों के उत्पादन मे वृद्धि करने के उद्देश्य से आर्थर बटलर कम्पनी मुजफ्फरपुर और ब्रितानिया इजीनियरिंग कम्पनी मोकामा को सरकार ने अपने अधीन कर लेने का फैसला किया है ? यदि हा; तो इन दोनो कारखानो मे रेल के डिब्बों को बनाने का काम कब से प्रारम्भ होगा और वार्षिक कितने डिब्बों का उत्पादन होगा ?

श्री एल० एन० मिश्र : जहा तक आर्थर बटलर का प्रश्न है सरकार ने निर्णय ले लिया है और हम उस को ले भी चुके हैं लेकिन उस के पुराने मालिक हाई कोर्ट में चले गए हैं और रिट लाकर के उस को रोक रहे हैं।

जहा तक ब्रितानिया इजीनियरिंग कम्पनी का सवाल है उस को भी पब्लिक सैक्टर में ले लेने के लिए हम सिद्धान्तत तय कर चुके हैं। कुछ कानूनी दिक्कते हो रही हैं इस लिए देर हो रही है और हम लाग मुस्तैद है कि जल्दी ने हाई कोर्ट में रिट वैकेट हो तो हम उस को ले ले ।

श्री रामावतार शास्त्री मोकामा कम्पनी मे तो आप ने काम भी शुरू कर दिया है (**व्यवधान**) .

Per Capita Diesel Engines cost produced in Deisel Locomotive Works, Varanasi

*694. SHRI SAKTI KUMAR SARKAR: Will the Minister of RAILWAYS be pleased to state:

(a) the number of diesel engines produced in the Diesel Locomotive Works, Varanasi during the last three years; and

(b) per capita engine cost in this unit and its comparison with the production cost of other units and imported diesel engines?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). A statement is laid on the Table of the Lok Sabha.

Statement

(a) The total number of diesel-electric locomotives produced in the Diesel Locomotive Works, Varanasi during the last three years is as under·—

Years	B.G.	M.G.	Total
1971-72	70	35	105
1972-73	60	35	95
1973-74	54	33	87

(b) (i) The average cost of main line diesel-electric locomotives produced at the Diesel Locomotive Works, Varanasi during 1970-71 to 1972-73 is as under:—

Cost per diesel-electric locomotives.

(Figures in lakhs of Rupees)

Years	Total Cost			
	Excluding Proforma Charges		Including Proforma Charges	
	B.G.	M.G.	B.G.	M.G.
1970-71	23·44	18·12	26·86	21·24
1971-72	22·59	17·90	25·08	20·01
1972-73	27·13	17 93	30·46	20·12

(ii) The type of diesel-electric locomotives produced by the Diesel Locomotive Works, Varanasi is not being produced elsewhere in the Railway Production Units, or in the Public/Private Sector Production Units, and hence no comparison of production cost is possible.

(iii) Main line Diesel-electric locomotives of the type manufactured at Varanasi have not been imported during the last three years and as such the comparative cost of similar imported locomotive is not available.

SHRI SAKTI KUMAR SARKAR: The Minister has scrupulously avoided the answer. It is a vital question of a vital industry in India. I would like to know whether he is importing any diesel engines or imported any diesel engines within the last three years. Then you can easily give the comparison for the cost.

SHRI MOHD. SHAFI QURESHI: Import of diesel locomotives of the type manufactured by diesel workshops has not been resorted to for the last three years. Therefore, as I have already said no comparison of production cost is possible.

SHRI SAKTI KUMAR SARKAR: Whether it is a fact that the Auditor and Comptroller General severely criticised about the functioning of the Diesel Locomotive Works. How did the question arise? Is it because of the fact that the cost had not been calculated properly?

SHRI MOHD. SHAFI QURESHI: I do not have any information with regard to the criticism made by the Auditor and Comptroller General. I will look into it and give the information to the hon. Member.

SHRI KRISHNA CHANDRA HALDER: From the answer given it appears that the total production of diesel engines in Varanasi Workshop in the year 1971-72 was 105; 1972-73 it was 95 and in the year 1973-74 it came down to 87 I want to know from the Minister the reasons for this gradual fall in production. Also, why the cost of production of the engine gone up?

SHRI MOHD. SHAFI QURESHI: The installed capacity of DLW is 150 locomotives per year. But as the figures read out by the hon. Member would show, we have been able to produce in

1971-72, 105 locomotives and in 1973-74 the production has come down to 87; possibly it may go up to 100, because the figures are not up-to-date.... the main reasons are labour indiscipline..

SHRI KRISHNA CHANDRA HALDER: Question.

SHRI MOHD. SHAFI QURESHI: The main reasons are labour indiscipline, power cut and the non-availability of some spares and components which we have had to import from outside.

SHRI JYOTIRMOY BOSU: And terrific corruption.

श्री मुहम्मद जमीलुर्रहमान: मैं जानना चाहता हूं कि डी० एल० डब्लू० वाराणसी की इंजन बनाने की कितनी कैपेसटी है और कितना माल इन तीन सालों में सप्लाई हुआ ? यह सवाल मैं इस लिए पूछ रहा हूं कि साल ब साल प्रोडक्शन में कमी हो रही है । क्या यह बात सही है कि 1972-73 में वहां दंगे हुए और कुछ वर्कर्स मारे गये जिस की वजह से प्रोडक्शन हैम्पर हुआ और दूसरा कारण यह कि स्टाफ में प्रोमोशन के बारे में जो बेचैनी है उन के प्रोमोशन का केस बहुत दिनों से पैंडिंग है इस वजह से भी प्रोडक्शन गिरा है ?

श्री मुहम्मद शफ़ी कुरेशी: मैंने जवाब दे दिया कि इंस्टाल्ड कैपेसिटी 150 डीजल इंजन की है और जो प्रोडक्शन है यह मीटर गेज और ब्रोड गुज दोनोंका है । 1971-72 में 105 इंजन बने, 1972-73 में 95 इंजन बने और 1973- 4 में 100 इंजन तक प्रोडक्शन पंहुच जायगा । यह बात सही है कि लेबर अनरेस्ट की वजह से प्रोडक्शन पर काफी असर पड़ा है । इस के अलावा पावर की कटौती हुई और कुछ कम्पोनेंट स्पेयर्स जो बाहर से मंगाने थे वह वक्त पर न आने की वजह से यह कमी पैदा हुई ।

Non-Payment on one day's pay to Employees of Cochin Refinery

+

*695. SHRI VAYALAR RAVI:

SHRI RAMACHANDRAN KADANNAPPALLI:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the pay of the Employees of the Cochin Refinery was deducted for one day for their participation in the Kerala Bandh;

(b) whether the Cochin Refineries Employees' Union expressed its willingness to work and asked for adequate production and transport facilities from the management; and

(c) if so, what are the reasons for deducting their wages for one day?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH): (a) to (c). During the Kerala Bandh on 21st December 1973, out of 339 workmen in the Cochin Refinery, 69 were absent from duty without leave. Subsequent to the Bandh, the management of the Refinery permitted those employees who were absent on the day to adjust the absence against their casual leave. Out of the 69 absentees, 26 adjusted leave and did not suffer a wage cut. The remaing 43 employees did not wish to avail of leave adjustment and, therefore suffered a wage cut for the day.

For fear of untoward incidents, Company's transport was not operated on the day of the Bandh. The Employees' Union was advised of this prior to the Bandh. The Union had not insisted on provision of transport facilities by the management as precondition for attending to work. In spite of the Company's transport not being made available, majority of the

workers attended to their work and those who did not attend were given the facility of adjustment of leave.

SHRI VAYALAR RAVI: It is "usual for us to hear evasive answers from the Ministry of Petroleum and Chemicals. The only difference now is that it has shifted from Shri Shahnawaz Khan to Shri D. K. Borooah.

MR. DEPUTY-SPEAKER: His question has been upgraded.

SHRI VAYALAR RAVI: My question was very specific. The union had requested the management in writing. I want to know whether it is a fact or not, that the union had told the management in writing that they were prepared to work and they would come and the management should run the buses. The hon. Minister has said that the management had advised the workers. I would like to know whether the management had informed workers in writing that it was not possible to run the buses. When the workers were willing to work, what was the justification for the pay cut?

SHRI D. K. BOROOAH: The hon. Members knows about the conditions in Kerala better than I do. But certainly on the eve of the bandh they thought perhaps that it would be unsafe to allow the buses to operate on the street, because any untoward incident during the bandh might result in loss of property.

SHRI VAYALAR RAVI: Why did they not inform the union in writing that they were not able to run the buses? When the union had taken the stand that the workers were willing to come and work if the buses were run, how was this pay cut imposed? It was not the mistake of the union.

SHRI D. K. BOROOAH: I have just now replied that for fear of untoward incidents, the company's transport was not operated on the day of the bandh and the employees' union was advised of this prior to the bandh. 'Advised' means informed.

SHRI VAYALAR RAVI: Advice can be interpreted in many ways. Did you give it in writing?

SHRI D. K. BOROOAH: 'Advised' means informed.

SHRI VAYALAR RAVI: No. Did you put it on the Notice Board? That is the way of doing it.

SHRI D. K. BOROOAH: I have no real acquaintance with the procedure by which the Labour Union is informed by the management. Certainly they must have followed the usual procedure. I will find out and let the hon. Member know.

SHRI VAYALAR RAVI: On the basis will the hon. Minister ask the management or the Ministry to reconsider the whole matter?

MR. DEPUTY-SPEAKER: It is a suggestion for action.

SHRI VAYALAR RAVI: It is a specific question; will be ask the management to reopen the whole issue?

SHRI D. K. BOROOAH: I think it is a good suggestion. Labour problems should be sorted out by discussions between labour and management.

SHRI RAMACHANDRAN KADANNAPPALLI: Will Government restore the pay cut considering the fact that the employees are not at fault?

SHRI D. K. BOROOAH: As I said, certainly the suggestion made by Shri Ravi is a good suggestion. This should be negotiated between the Union and the management.

गाड़ियों के विलम्ब से चलने के कारण अलवर और दिल्ली के बीच बिना टिकट यात्रा

*696. श्री लालजी भाई : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या अलवर और दिल्ली के बीच अधिकतर गाड़ियों के विलम्ब से चलने के कारण कुछ व्यक्ति प्रति दिन बिना टिकट यात्रा करते हैं ;

(ख) क्या इस प्रकार के व्यक्ति गाड़ियों में बैठे पुरुषों तथा महिला यात्रियों को तरह तरह से तंग करते हैं और चोरी करते हैं तथा पुलिस पीड़ित व्यक्तियों को किसी प्रकार का संरक्षण नहीं देती है ; और

(ग) यदि हां, तो इस बारे में सरकार द्वारा क्या कार्यवाही की जा रही है ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) to (c). A statement is laid on the Table of the Sabha.

Statement

(a) No. However, cases of ticketless travelling in that section have been reported but they have no relevance to late running of trains.

(b) No such incident has come to notice.

(c) (i) *Measures taken to ensure punctuality of trains.*—All cases of avoidable detentions, where the Railway staff is at fault, are taken up with the staff concerned and necessary punitive action is taken to improve the running of trains.

(ii) *Measures taken to prevent Ticketless Travel.*—Apart from effective propaganda against such social evils, the following steps are taken to eliminate ticketless travel:—

(1) Penalties for ticketless travel were enhanced with effect from 30th June, 1969. The minimum penalty for travelling without ticket was raised from 0.50 paise to Rs. 10/-

(2) In addition to regular and surprise checks, massive checks by mobilising a large force of ticket checking staff, Railway Protection Force and Government Railway Police Magistrates are conducted on vulnerable sections.

(3) Joint drives with the cooperation of State Governments are carried out; and

(4) A system of punishment for erring employees and rewards for those rendering exemplary service is followed to ensure effective staff participation.

(iii) *Measures taken to prevent crime against person and property of passengers.*

(1) Important night passenger trains are being escorted by armed police.

(2) Regular beat duties by Government Police Staff are arranged to keep surveillance over criminals and known bad characters.

(3) Plain clothed Policemen are deployed to collect information and to watch the activities of criminals.

(4) A working group consisting of senior officers of State/Central Government (including Railways) has been formed to thoroughly examine the position and to suggest measures for effectively tackling the problem of crimes on Railways.

(5) Strict instructions have been issued to RPF staff on duty in Yards and Station Platforms for guarding railway property, to rush to the scene of such crimes when summoned and render all possible help to victims.

श्री लालजीभाई : उपाध्यक्ष जी मैं आपके माध्यम से मंत्री जी से जानना चाहता हूं कि रेलगाड़ीयों का विलम्ब से चलना पैसेंजर्स के साथ दुर्व्यवहार बढ़ती हुई गुंडागीरी और चोरियां काफ़ी बढ़ गई हैं और चूंकि गुंडागर्दी में पुलिस का और रेलवे मिनिस्ट्री का हाथ है इस लिए कोई सख्त कार्यवाही ऐसे लोगों के खिलाफ़ नहीं की जाती है मैं ने यह सवाल वास्तविक घटनाओं पर दिया था कि आज से तीन, चार महीने पहले की यह घटना है, लेकिन मेरे प्रश्न को तोड़ मरोड़ कर उत्तर दिया गया है। मैं जानना चाहता हुं कि आज से चार महीने पहले अलवर और दिल्ली के बीच में इस तरह की गुंडागर्दी लोगों ने चार औरतों के साथ की, उन के साथ बलात्कार किया था तो इस तरह की घटनाओं को रोकने के लिये आप क्या कदम उठाये जा रहे हैं? मेरे सवाल को तोड़ मरोड़ कर जवाब दिया है।

SHRI SAMAR GUHA: He says that the question he put has been changed. How could it be changed without informing him?

MR. DEPUTY-SPEAKER: I am not aware how it is changed. I will look into that.

श्री मुहम्मद शफ़ी कुरैशी : जो सवाल पूछा गया था उस का पूरा पूरा जवाब दिया गया है। जिन घटनाओं का जिक्र कर रहे हैं जब तक वह आदमी खुद पुलिस को या हमारे पास शिकायत न करें तब तक हमारे पास खुद इत्तला तो नहीं पहुंच सकती है। लेकिन जो गाड़ियां रात को चलती है वहा पर यात्रियों की हिफ़ाज़त के लिये पूरा पूरा ख्याल किया जाता है।

MR. DEPUTY-SPEAKER: The question hour is over. Short Notice Question.

डा० लक्ष्मीनारायण पांडेय : उपाध्यक्ष जी, सारे आम महिलाओं के साथ बलात्कार हुआ है और माननीय लालजी भाई ने निश्चित सूचना के आधार पर प्रश्न किया था इस तरह के सवाल को तोड़ मरोड़ कर जवाब नहीं दिया जाना चाहिये।

MR. DEPUTY-SPEAKER: You please write to the Minister about this particular matter and the Minister will look into it. You have said it on the floor of the House and the Minister will examine it and see what he can do in the matter. Why cannot members understand certain things? All these things are said on the floor of the House. They have a weight and value of their own. But you cannot add to it or force your view by using your lung power.

SHORT NOTICE QUESTION

Text of the Letter Written by the Minister to motion pictures associations for showing longer version of documentary film on Netaji

S. N. Q. 8. **SHRI SAMAR GUHA**: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether he has written to different Motion Pictures Associations for showing the longer version of the documentary film on Netaji Subhash Chandra Bose produced by Ashish Mukerjee;

(b) if so, the text of the letter; and

(c) the response received so far?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI DHARAM BIR SINHA): (a) and (b). Yes, Sir. A copy of the letter is laid on the Table of the House.

(c) The South Indian Film Chamber of Commerce, Madras, have stated that they have requested their constituents to screen the four-reeler film on Netaji. Other responses are awaited.

Copy of appeal No. 38/3/69-F(P) dated the 18th March, 1974, issued by the Minister for Information and Broadcasting to the Secretaries of Cinematograph Exhibitors Associations.

Dear Friend,

Shri Ashish Mukherjee, an enterprising producer, has made a four-reeler documentary feature on Netaji Subhash Chandra Bose, 1140 metres (3800 ft.) long and with an exhibition time of 38 minutes It has been certified by the Central Board of Film Censors as "Predominantly Educational".

This is the first film on the life and work of Netaji using actuality to make the people share some important moments of the saga of our great patriot, Netaji. I am sure the film would particularly appeal to our youth born after the country attained Independence My Ministry is writing to the State Governments/Union Territories Administrations to exempt the exhibitor from showing an approved film on a day when he screens this documentary in full. I appeal to you to extend your cooperation and request all cinema exhibitors of your association to show this documentary feature as a tribute to the memory of Netaji.

Thanks,

Yours sincerely,

Sd/-

(I K GUJRAL)

SHRI SAMAR GUHA: Sir, I am sure the whole country will appreciate the initiative taken by the Hon Minister for making this film for the first time, a full film on the life and work of Netaji, and I hope the producers will also share the saga of Netaji

Now, although a letter has been written to the Secretaries of Cinematograph Exhibitors Associations—it is a very good letter—there is one mistake which I think is inadvertent. It says, "..to show this documentary feature as a tribute to the memory of Netaji" The word "memory" has been inadvertently introduced, because the Netaji Inquiry Commission is still at work to decide about the disappearance of Netaji. Therefore, the word "memory" is wrong. Again, I have not iota of doubt that Netaji did not die in that air crash—

MR. DEPUTY-SPEAKER: Don't you remember a living person? I can remember you You may be living and I may be, doing something in your memory.

SHRI SAMAR GUHA: You are a professor of English and I am a student of science So, do not try to embarrass me? But the word "memory" has got a meaning and, therefore, I think it will be corrected as the hon Minister assured me in the Consultative Committee It should be corrected in his next letter

Now, may I know whether it is a fact that the documentary film on Netaji and the activities of INA that was produced by the Azad Hind Government itself was shown by Sardar Patel—it was a four-reeler film—all over the country, and about Rs 3 lakhs were collected, but that valuable documentary film is missing I want to know from the hon Minister whether special efforts will be made for using even the services of the Intelligence Department so that the valuable historic document which is missing may be found out That is my first question

Secondly, may I know whether the hon Minister, the Government will try to find in the archives of West Germany East Germany, Japan, Burma and Philippines the existence of some documentary films on the life and activity of the INA, and whether, with the help of the External Affairs Ministry, write to those Governments to find out if there are any documents still there? Because, Ashish Mukherjee has reported, and he went to the USA where there were some documentaries also, and there were some films also on the INA and Netaji. I want to know whether he will try to use the services of the External Affairs Ministry to collect those documents on the INA from the foreign sources also.

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI I. K. GUJRAL): As my hon. friend knows, in this particular context, both he and the Ministry have been working in close co-operation and whatever suggestions have come from him, they always received very respectful consideration from us, because we are aware and conscious of his dedication to Netaji like all of us in the country. He naturally leads us in this, and therefore, if the hon. Members suggested something we have always been keen to follow it. This suggestion also will receive the usual consideration as is always received from us.

SHRI SAMAR GUHA: According to the letter, it is seen that the Central Board of Film Censors has certified the film as "predominantly educational film it should be exempted from humble suggestion to the hon. Minister. It is this: whether it will be possible to write to all the State Governments, particularly the history of the freedom struggle—not only the saga on the life and work of Netaji—be shown to all the educational institutions, school boys, college students and university students, etc., and whether arrangements can be made —and should be made—for this purpose.

SHRI I. K. GUJRAL: I have already written to the State Governments that because it is a predominantly educational film it should be exempted from entertainment tax. But this suggestion is very good. I will again write to the various Information Ministers and Education Ministers to show it to the various educational institutions because naturally a film on Netaji will be very inspiring.

SHRI VASANT SATHE: I have seen this film in Nagpur, and I found it to be really not only educative but very inspiring. Therefore, I should like to know whether the Government would consider giving a suitable award which we give for other films also, to the producer Asish Mukherjee in view of the excellence of this film?

SHRI I. K. GUJRAL: My hon. friend might have seen the shorter version of this film by Mr. Mukherjee which was released in cinemas. There is a longer version of it also.

SHRI VASANT SATHE: I saw the longer version lasting about 45 minutes.

SHRI I. K. GUJRAL: It is a very good film. Awards are given institutionally in our country; there are award committees. Naturally Mr. Asish Mukherjee will be welcome to enter his film and if the award committee so desires it may do so. It is not for the Government to decide about awards.

SHRI S. M. BANERJEE: I have seen the documentary—I do not know whether it is the short version or the long version. I want to know whether when this documentary was being prepared some of those who were very close associates of Netaji were not consulted. I want to know whether those people will be consulted again and something will be added to this film. Will this documentary be sent abroad to show how we fought the British Imperialism.

SHRI I. K. GUJRAL: So far as consultation is concerned, I do not know the full facts. I am aware that when Mr. Asish Mukherjee prepared the script he was in close touch with Shri Samar Guha.

SHRI S. M. BENERJEE: He is an admirer of Netaji. What about persons who were closely associated with him? We are followers. I can never claim to have been associate.... (*Interruptions*).

MR. DEPUTY-SPEAKER: You are provoking Mr. Samar Guha.

SHRI SAMAR GUHA: I tried to consult all the elders like Dr. R. C. Mojumdar and others who were closely associated with Netaji.

SHRI I. K. GUJRAL: In the normal course we do send some documentaries to our missions abroad and we

shall try to include this also. I shall try to explore the possibility of offering it to some TV systems outside the country.

SHRI N. K. P. SALVE: May I through you crave the indulgence of the limitless magnanimity of the Minister of Information and Broadcasting to exhibit this film to Members of Parliament on due payment from the Members of Parliament?

SHRI I. K. GUJRAL: May I submit, through you, Sir, that my hon. friend generally remains ignorant of what happens outside Parliament. This film was shown thrice and he had not chosen to find time to see it. If he wants it to be shown a fourth time, I shall do it again.

SHRI P. G. MAVALANKAR: The hon. Minister says with regard to film awards that the producer of this film, Shri Ashish Mukherjee will have to apply in tne presscribed form, etc., because the awards are institutionalised here. May I know whether the Government have any other means in their possession whereby they could give an award or a certificate of merit. and thereby honour such a producer because sometime a good producer does not like to be an applicant for an award like this.

MR. DEPUTY-SPEAKER: The admiration of the public is a good enough award.

SHRI I. K. GUJRAL: This film has been commissioned by the Government. Mr. Mukherjee was commissioned to do the film. Secondly, no good producer hesitates to enter his film for awards when national awards are available.

श्री जगन्नाथराव जोशी : मै यह जानना चाहता हूं कि जब अन्य कई फिल्में हमें दिखाई जाती है तो ऐसी प्रेरणात्मक फिल्म क्यों नहीं दिखाई जाती है । मंत्री महोदय ने कहा है कि यह फिल्म दिखाई जा चुकी है। हम ने अभी तक वह फिल्म नहीं देखी है। क्या मंत्री महोदय इस को एक बार फिर दिखाने की व्यवस्था करेंगे ।

श्री आई० के० गुजराल : यह फिल्म तीन दफा दिखाई जा चुकी है। हम इस को एक दफा फिर दिखा देंगे ।

WRITTEN ANSWERS TO QUESTIONS

कृषि, औद्योगिक तथा घरेलू कार्यों के लिए बिजली की खपत

*691. श्री भारत सिंह चौहान :
श्री के० लकप्पा :

क्या सिंचाई और विद्युत् मंत्री यह बताने की कृपा करेंगे कि

(क) जिन राज्यों मे बिजली की कमी है उनमे कृषि, औद्योगिक तथा घरेलू कार्यों के लिये पृथक पृथक कितने प्रतिशत बिजली उपयोग की जा रही है, और

(ख) क्या अभाव तथा अन्य बातों को ध्यान मे रखते हुए सरकार राज्य सरकारों का यह सुझाव देगी कि वे उन्हे उपलब्ध कुल बिजली का 85 प्रतिशत बिजली कृषि और औद्योगिक कार्यों के लिये उपयोग करे।

सिंचाई और विद्युत् मंत्री (श्री कृष्ण चन्द्र पन्त) : (क) अपेक्षित जानकारी उपाबंध मे दी गई है।

(ख) उपलब्ध विद्युत जिसकी सप्लाई कम है का राष्ट्रीय अर्थ व्यवस्था के लिये सर्वाधिक लाभदायक ढंग से समुपयोजन करने के लिये उपभोक्ता की विभिन्न श्रेणियों के लिये बिजली के आबंटन में प्राथमिकता निर्धारित करने हेतु राज्यों को मुख्य—मार्ग निर्देशन दिये जा चुके हैं। जबकी उद्योग कृषि और कर्मण तथा जल आपूर्ति जैसी अनिवार्य सेवाओं के लिए सम्पूर्ण देश में ऊर्जा की खपत 1972—73 में 85 प्रतिशत रही। कृषि उद्योग अथवा अन्य उद्देश्यों के लिये उपलब्ध बिजली का कोई विशेष प्रतिशत तक समुपयोजन करने के लिये राज्यों को कोई सुझाव नहीं दिया गया है।

विवरण

बिजली की कमी का सामना करने वाले राज्यों में कृषि, उद्योग और घरेलू उपभोक्ताओं के लिए उपयोग की जा रही बिजली की प्रतिशतता

क्रम सं०	राज्य/संघ राज्य क्षेत्र का नाम	कुल बिक्री का प्रतिशतांश		
		कृषि	उद्योग	घरेलू
1.	आन्ध्र प्रदेश	21.9	54.5	8.5
2.	असम	0.4	49.3	11.9
3.	बिहार	2.7	74.1	3.5
4.	हरियाणा	40.2	46.8	6.1
5.	जम्मू व काश्मीर	5.8	34.9	37.6
6.	कर्नाटक	6.7	77.1	8.2
7.	मणिपुर	कुछ नहीं	14.4	83.4
8.	नागालैंड	कुछ नहीं	8.6	51.7
9.	पंजाब	26.8	59.9	7.7
10.	तमिलनाडु	27.7	54.1	6.9
11.	त्रिपुरा	2.8	20.0	54.0
12.	उत्तर प्रदेश	17.0	63.2	9.2
13.	पश्चिम बंगाल	0.4	49.3	12.9

Government's Share in Mcleod—A Concern of Martin Burn running Ahmadpur-Katwa Narrowgauge Line

*697. SHRI GADAHAR SAHA: Will the Minister of RAILWAYS be pleased to state:

(a) the percentage of Government's share in the Company Mcleod—a concern of M/s. Martin Burn and Co., Ltd. running and managing the Ahmadpur-Katwa (narrow gauge) section of Eastern Railway; and

(b) whether there is any proposal under consideration of Government to acquire greater control over it to improve its working and if so, the salient features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Prior to 1st July, 1967, Ahmadpur-Katwa Railway (a narrow gauge line) was being owned and run by the Ahmadpur-Katwa Railway Co., Ltd., With effect from 1st July, 1967, the working of the Railway has been taken over by the Ministry of Railways who own about 11.6 per cent shares of the Company.

(b) Since the Ministry of Railways have already acquired control by taking over the working of the Railway, there appears to be no need to purchase more shares of the Company at present.

पांचवीं योजना में मध्य प्रदेश के लिए मध्यम सिंचाई योजनाएं

*698. श्री नाथू राम अहिरवार : क्या सिंचाई और विद्युत् मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य प्रदेश मे दीर्घावधि और मध्यम अवधि की ऐसी योजनाए कितनी हैं जिनका काम आरंभ हो चुका है, और

(ख) इन योजनाओं के लिए कितनी धनराशि दी गई और जो नई योजनाए आरंभ की जायेंगी उनके लिए कितनी धनराशि दी गई है ?

सिंचाई और विद्युत् मंत्रालय में उपमंत्री (श्री सिद्धेश्वर प्रसाद) : (क) मध्य प्रदेश मे पाच वृहत् और आठ मध्यम स्वीकृत स्कीमें है जिनपर कार्य प्रगति पर है ।

(ख) इन स्कीमो के लिए 22 94 करोड रुपये के परिव्यय का प्रावधान किया गया है इसके अतिरिक्त उन स्कीमो के लिए जिनका अभी स्वीकृत किया जाना है 11 40 करोड रुपये की व्यवस्था की गई है ।

Cut in Oil Supply to Dhuwaran Power House

*699 SHRI D D DESAI Will the Minister of PETROLEUM AND CHEMICALS be pleased to state·

(a) whether Indian Oil Corporation has imposed a cut in the supply of residual fuel oil to Dhuwaran Power House,

(b) if so, the reasons therefor, and

(c) what steps have been taken to restore the supply?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D K. BOROOAH): (a) No, Sir

(b) Does not arise;

(c) It has been decided to move additional 25,000 tonnes of furnace oil to Dhuwaran Power House during April, and May, 1974 in addition to RFO supplies from Koyali Refinery

Hydro Power Potential of Brahmputra River in Assam

*700 SHRI DHARNIDHAR DAS· Will the Minister of IRRIGATION AND POWER be pleased to state

(a) what is the hydro power potential of Brahmputra river in Assam and the proportion of it harnessed so far,

(b) whether Government is contemplating any big plan for hydro power generation by damming some tributaries of Brahmputra, and

(c) if so, the outlines thereof and the financial implications involved?

THE MINISTER OF IRRIGATION AND POWER (SHRI K C. PANT) (a) The total hydro electric potential of the Brahmputra and its tributaries has been assessed as 6 25 million k.w continuous Of this total potential the potential within Assam is estimated at about 0 21 million kw No part of this potential in Assam has been harnessed so far

(b) and (c) The Assam State Electricity Board are investigating the following hydro-electric projects in Assam/Meghalaya in the Brahmputra Basin

(i) Lower Umiam and Umkhen Scheme with a likely installed capacity of 180 MW and, estimated to cost about Rs 45 crores

(ii) Kopili Hydro-electric Project with an installed capacity of 360 MW approximately, estimated to cost about Rs 75 crores.

It is also proposed to take up field investigations of a number of prospective hydro-electric sites in Arunachal Pradesh

Assessment of Water Resources

*701. SHRI P. GANGADEB: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether quantitative assessment of available water resources has been made;

(b) whether studies by various agencies have yielded considerable data; and

(c) if so, the main features thereof?

THE MINISTER OF IRRIGATION AND POWER (SHRI K. C. PANT): (a) Yes, Sir.

(b) and (c). The studies carried out by various agencies place the total average surface water resources of the country between 1673 thousand million cubic meters to 1881 thousand million cubic meters and the ground water resources 424 thousand million cubic meters. The utilisable surface and groundwater resources have been assessed by the Irrigation Commission (1972) as 870 thousand million cubic meters.

Clearance of Dhanei Irrigation Project in Orissa

*702. SHRI D. K. PANDA: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Second stage of the Dhanei Irrigation Project in Ganjam District in Orissa has been given clearance by the Central Water and Power Commission;

(b) if so, whether the same is being included in the Fifth Five Year Plan; and

(c) when the work is likely to be taken up?

THE MINISTER OF IRRIGATION AND POWER (SHRI K. C. PANT): (a) and (b). The project report on the Second Stage of the Dhanei Irrigation Scheme has not so far been submitted by the Government of Orissa to the Central Water and Power Commission. The State Government have reported that the project has not been included in the State's Fifth Plan.

(c) Does not arise.

Target for New Railway Lines in Backward Areas of Orissa.

*703. SHRI BANAMALI BABU: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have finalised the target of construction of new railway lines in Orissa especially in backward areas during the Fifth Five Year Plan; and

(b) if so the salient features thereof?

THE MINISTER OF RAILWAYS (SHRI L. N. MISHRA): (a) and (b). Railway development is not envisaged on any State-wise or Region-wise concepts but on overall considerations in the National interest. As such targets for construction of new railway lines are not fixed Region-wise or State-wise, However, in July, 1973 construction of 84.31 kms. long Cuttack-Paradeep railway line in Orissa State, has been completed during the Fourth Five Year Plan at an estimated cost of Rs. 10.09 crores.

Taking into consideration the backwardness of Orissa, construction of 176 kms. long Banspani-Jakhapura B. G. Railway line, estimated to cost Rs. 39 crores, is proposed to be taken up during the Fifth Five Year Plan and provision has also been made for the construction of this line in the Railway Budget 1974-75.

In addition, a proposal for the construction of 135.65 kms. long Talcher-Bimlagarh B. G. railway line in Orissa State, at an estimated cost of Rs. 16.79 crores, is under consideration.

Setting up of Additional Generating Set at Trombay Thermal Station by Tatas

*704. SHRI K. MALLANNA: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Tatas propose to set up an additional 50 MW generating set at Trombay thermal station at a cost of Rs. 87.41 lakhs; and

(b) if so, the main features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) and (b). Tatas have submitted a feasibility report for instalation of a 500 MW unit at their Trombay Thermal Power Station at an estimated cost of Rs. 8741 lakhs. The feasibility report states that this additional generating capacity will serve the needs of Western Maharashtra. It envisages the utilisation of sea borne coal from Bengal/Bihar areas and the use of sea water for condenser cooling.

It is claimed that this proposal will enable the necessary know-how for installation, operation and maintenance of 500 MW sets to be built up in the country for use on other future projects.

The proposal is under consideration.

Number of Appeals and Cases Filed in High Court of Orissa

*705. SHRI GAJADHAR MAJHI: Will the Minister of LAW JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the number of appeals and cases filed in the High Court of Orissa during the last year; and

(b) the average disposal of cases by the High Court in a year?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE: (a) The total number of cases filed in the Orissa High Court during 1973 was 4786 out of which 2282 were appeals.

(b) The average disposal of cases by the High Court in a year during the last three years has been 4890 cases.

Government Decision to Go Slow in Electrification of Railways

*707. SHRI RAM BHAGAT PASWAN:
SHRI YAMUNA PRASAD MANDAL:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government had decided to go slow in electrification of Railways and to acquire more locomotive engines; and

(b) if so, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI L. N. MISHRA): (a) No, Sir, On the other hand it is proposed to acquire more electric locomotives.

(b) Does not arise.

Impact of Energy Crisis on Caustic Soda Industry

*708. SHRI M. S. PURTY: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the energy crisis shortage of furnace oil and irregular supply of coal, is having an adverse impact on the caustic soda industry.

(b) whether all the units in the country use fuel oil for fusion to make solid and flakes varieties; and

(c) if so, steps Government have taken to improve the position of furnace oil supply to increase the caustic soda output?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH): (a) Yes, Sir. The utilization of capacity in the caustic soda industry has received some set back although the overall production in the year 1973

has shown an increase of about 20,000 tonnes over the production in the year 1972;

(b) Out of the 29 units of caustic soda in production, only 12 units are producing Solid and Flakes varieties and furnace oil is used by them.

(c) All efforts are being made to meet the requirements of the industry within the overall availability of furnace oil.

चम्बल जल विद्युत् योजना द्वारा मध्य प्रदेश में भूमि की सिंचाई

6764. **श्रीमती बी० आर० सिन्धिया :** क्या सिंचाई और विद्युत् मंत्री यह बताने की कृपा करेंगे कि.

(क) चम्बल जल विद्युत योजना में मध्य प्रदेश के मुरैना और भिण्ड जिलों में कितने एकड़ भूमि को सिंचाई करने का प्रस्ताव है,

(ख) इस समय वास्तव में कितने एकड़ भूमि की सिंचाई की जाती है, और

(ग) पानी की कम सप्लाई के क्या कारण हैं तथा इस कमी को पूरा करने के क्या प्रयत्न किये जा रहे हैं?

सिंचाई और विद्युत् मंत्रालय में उपमंत्री (श्री सिद्धेश्वर प्रसाद) : (क) चम्बल परियोजना में मध्य प्रदेश के मुरैना तथा भिण्ड जिलों में सात लाख एकड़ भूमि को सिंचाई परिकल्पित है।

(ख) इस समय कुल 4 05 लाख एकड़ भूमि की सिंचाई की जाती है।

(ग) अधिक उपज देने वाली गेहूं की किस्मों को अपनाने के कारण जिसमें जल की खपत अधिक होती है वास्तव में सिंचित किए जाने वाले क्षेत्र में कमी आई है। खरीफ के दौरान लगभग एक लाख एकड़ शक्यता का समुपयोजन नहीं हुआ है। राज्य सरकार द्वारा प्रारंभ किए गए आयाकट विकास कार्यक्रम जिसके अनुसार क्षेत्रीय बंध बनाने जैसे कार्य पूर्ण कर लिए जाएंगे तथा किसानों को उपलब्ध जल के समुपयोजन करने में समर्थ बनाने के लिए अन्य सुविधाएं जुटा दी जाएंगी के परिणामस्वरूप इस शक्यता के समुपयोजन किए जाने की संभावना है।

मध्य प्रदेश में कृषि भूमि को बेकार होने से बचाना

6785. **श्रीमती बी० आर० सिन्धिया :** क्या सिंचाई और विद्युत् मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मध्य प्रदेश के मुरैना तथा भिण्ड जिलों में चम्बल परियोजना की नहरों से बहकर आये पानी के जमा हो जाने के कारण प्रति-वर्ष हजारों एकड़ कृषि भूमि बेकार होती जा रही है, और

(ख) यदि हां तो इस उपयोगी कृषि भूमि को बेकार होने से बचाने के लिए सरकार की क्या योजना है ?

सिंचाई और विद्युत् मंत्रालय में उपमंत्री (श्री सिद्धेश्वर प्रसाद) : (क) और (ख). मध्य प्रदेश सरकार ने बताया है कि चम्बल नहरों से अब तक लगभग 49 000 एकड़ कृषि-भूमि प्रभावित हुई है जहां जल स्तर भूतल से 5 फुट तक नीचे है। राज्य सरकार ने सूचना दी है कि 40,000 एकड़ भूमि का सुधार करने के लिए राज्य सरकार ने 44.88 लाख रुपये की लागत की 54 पायलट जल-निकास स्कीमें तथा निस्यंदन स्कीमें प्रारंभ की है। इन में से 17,600 एकड़ भूमि का सुधार किया जा चुका है। यह भी सूचित किया गया है कि पूरे क्षेत्र का सुधार करने की कुल लागत 398.75 लाख रुपये होगी तथा इसके अगले 5 वर्षों में पूर्ण होने की संभावना है।

कृषि मंत्रालय द्वारा कमान क्षेत्र मे केन्द्रीय क्षेत्र में एक भू तथा जल व्यवस्था पायलट परियोजना स्थापित की गई है। उस मंत्रालय का यह भी प्रस्ताव है कि पांचवी योजना में एक समेकित कमान क्षेत्र विकास कार्यक्रम को क्रियान्वित किया जाए।

बस्तर क्षेत्र में मोमबत्ती बनाने के लिए मोम की कमी

6786. श्री लम्बोदर बलियार : क्या पेट्रोलियम और रसायन मन्त्री यह बताने की कृपा करेंगे कि

(क) क्या मध्य प्रदेश के बस्तर क्षेत्र मे मोमबत्ती बनाने के लिए मोम उपलब्ध नही है,

(ख) यदि हा, तो उसके क्या कारण है, और

(ग) इस स्थिति में कब तक सुधार होने की सम्भावना है?

पेट्रोलियम और रसायन मंत्रालय में राज्य मंत्री (श्री शाहनवाज खां) : (क) से (ग) किसी खास वर्ष मे राज्य के अनुमानित उत्पादन और हर राज्य की अपेक्षित आवश्यकता के आधार पर इस मंत्रालय की ओर से उन को पैरेफिन माम का वितरण किया जाता है। राज्यो के विभिन्न क्षेत्रो के उपभोक्ताओ मे पैराफीन मोम (सप्लाई वितरण और मूल्य निर्धारण) आदेश 1972 के उपबन्धो के अधीन पैराफीन मोम का समान वितरण करना हर राज्य के सक्षम प्राधिकारी का उत्तरदायित्व है। अत. प्रश्न का विषय मध्य प्रदेश सरकार से सम्बद्ध है। मध्य प्रदेश सरकार से इसकी स्थिति का पता लगाया जा रहा है और उसे सभा पटल पर रख दिया जायेगा।

Applications Pending Approval for Prices

6787. SHRI K. S. CHAVDA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether most of the applications pending for price approval belong to small scale Indian sectors;

(b) whether a study group for the small scale drug manufacturing units appointed by Government submitted its report in 1971-72 if so, the salient features of its recommendations including those in respect of Drugs Price Control Order;

(c) whether Government propose to issue a notification to the effect that small scale/Indian firms can take the price approval for granted if no reply is received by them within 45 days of making the applications; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAH NAWAZ KHAN) (a) About 60 per cent of the applications for price approvals/revisions belong to the small scale sector.

(b) The important recommendations made by the Small Scale Study Group have already been furnished in reply to the Starred Question No 417 answered on 14th April, 1972 in the Lok Sabha

(c) There is no such proposal under consideration of Government at present.

(d) Units having an annual sales turn-over of not exceeding Rs 5 lakhs are already exempted subject to certain conditions from the requirement of taking Government's approval of prices of their formulations under the Drugs (Prices Control) Order, 1970. It has now been decided to raise the exemption limit to Rs. 10 lakhs.

Report of Bureau of Industrial Costs and Prices on Cost Price Study of Certain Drugs

6788. SHRI K. S. CHAVDA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether a report of cost-price study on Picolines Pyridine and its bases Methano, Formaldehyde and Hexamine has been submitted by Bureau of Industrial Costs and Prices;

(b) if so, whether Government will lay the same on the Table of the House;

(c) how many foreign dominated firms are licencees for the manufacture of the above items, the particulars about their investment licensed capacity, actual production achieved, items imported and repatriation of dividends; and

(d) what measures Government propose to take to break the monopoly of foreign firms in the manufacture of these items?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAH NAWAZ KHAN): (a) Yes, Sir.

(b) Bureau of Industrial Costs and Prices is a Government organisation and the cost-price studies made by it at the instance of various Departments/Ministries of the Government are in the nature of advice to the Government and its Reports are treated as confidential. It is therefore not proposed to lay the Report on the Table of the House.

(c) and (d). The information is being collected and will be laid on the Table of the House.

Idle Locomotives

6789. SHRI Y. ESWARA REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether some locomotives are lying idle because of the lack of foreign exchange to buy essential spares;

(b) whether there has been a fall in the earnings of the Railways on that account after the presentation of budget; and

(c) if so the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Some locomotives are lying idle for want of essential imported spares. These spares have however been held up not due to lack of foreign exchange but due to delayed shipments from the sources abroad. These spares have now started arriving and locomotives are being put back into service.

(b) and (c). No. However, there is a shortfall in goods earnings which is attributed to less freight traffic being lifted than anticipated owing to intermittent staff agitation and unrest.

Target Fixed for Power Generation in Fifth Plan

6790. SHRI DHAMANKAR:
SHRI MOHINDER SINGH GILL:

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether to achieve the ambitious tragets of power generation fixed for the Fifth Five Year Plan, Government propose to make changes in the system of management, project construction, material handling and the financing of power projects; and

(b) if so, when these steps will be taken?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) and (b). To achieve the target of power generation envisaged in the draft Fifth Five Year Plan the following steps are being taken:

(i) Restructuring of the electricity supply industry with a

view to improve the capacity to achieve targets and remove past short-comings.

(ii) Changing procedures and priorities so as to ensure timely and adequate availability of all required inputs including funds.

(iii) Installing effective multi-tiered monitoring systems so as to watch performance and supply timely correctives wherever necessary.

मध्य प्रदेश में गाड़ियों का नियमित समय पर चलना ।

6791. **श्री गंगाचरण दीक्षित :** क्या **रेल** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मध्य प्रदेश में विशेषकर अमृतसर-दादर और दादर-अमृतसर एक्सप्रेस रेलगाड़ी नियमित समय पर नहीं चल रही हैं; और

(ख) यदि हां, तो गाड़ियों को नियमित समय पर चलाने के लिए सरकार द्वारा क्या कार्यवाही की जा रही है ?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफ़ी कुरेशी) : (क) विभिन्न कर्मचारियों और जन आंन्दोलनों, बंद आदि तथा कुछ मामलों में बहुत अधिक खतरे की जंजीरों के खींच जाने के कारण सामान्यत: अस्थिर स्थितियों के कारण पिछले कुछ महीनों के दौरान सभी रेलों पर गाड़ियों के समय-पालन पर, जिसमें 57/58 दादर-अमृतसर एक्सप्रेस भी शामिल है, दुष्प्रभाव पड़ा है ।

(ख) खतरे की जंजीर खींचने की घटनाओं की रोकथाम और कानून तथा व्यवस्था में सुधार के लिए राज्य सरकार की सहायता प्राप्त की जाती है इसके अलावा परिहार्य कारणों की जांच की जाती है तथा उन पर कार्रवाई भी की जाती है ताकि गाड़ियों के चालन में सुधार किया जा सके ।

मध्य देश में छत्तीसगढ़ क्षेत्र में रेलवे लाइन

6792. **श्री गंगाचरण दीक्षित :** क्या **रेल** मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य प्रदेश के किन-किन क्षेत्रों में पांचवीं योजना के अन्तर्गत नई रेलवे लाइनें बनवाने की योजना है ;

(ख) क्या सरकार का विचार छत्तीसगढ़ क्षेत्र (मध्य प्रदेश) में नई रेलवे लाइन बनवाने का है; और

(ग) यदि हां, तो कब तक और यदि नहीं, तो उसके क्या कारण हैं ?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफ़ी कुरेशी) : (क) पांचवीं पंचवर्षीय योजना में शुरू किये जाने वाले नई लाइनों के निर्माण से सम्बन्धित प्रस्तावों को अभी अन्तिम रूप नहीं दिया गया है ।

(ख) और (ग). दल्ली राजहरा से जगदलपुर / दांतेवाड़ा तक एक रेल लाइन के निर्माण के लिए सर्वेक्षण का काम शुरू किया गया है । सर्वेक्षण कार्य के पूरा हो जाने के बाद ही इस लाइन के निर्माण के सम्बन्ध में कोई विनिश्चय किया जायेगा ।

वर्ष 1973–74 के दौरान मध्य प्रदेश में ग्रामीण विद्युतीकरण

6793. **श्री गंगा चरन दीक्षित:** क्या सिंचाई और विद्युत मंत्री यह बताने की कृपा करेंगे कि वर्ष 1973–74 में मध्य प्रदेश के प्रत्येक जिले में कौन-कौन से गांवों में बिजली लगाई गई ?

सिंचाई और विद्युत् मंत्रालय में उपमंत्री (श्री सिद्धेश्वर प्रसाद) : मध्य प्रदेश में 1973–74 के दौरान 28–2–1974 तक 526 ग्रामों का विद्युतीकरण किया गया था । प्रत्येक जिले में विद्युतीकृत

मामलों के मास 1-4-1973 से 30-9-73 तक की अवधि के लिए ही उपलब्ध हैं। ये सभा पटल पर रखे गये विवरण में दिये गये हैं। [ग्रन्थालय में रखा गया। देखिए संख्या L.T. 6712/74]

मध्य प्रदेश सरकार को खाद्यान्नों की सप्लाई न करना

6794. श्री गंगाचरण दीक्षित : क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) क्या उत्तरी क्षेत्र से वैगनों के उपलब्ध न होने के कारण मध्य प्रदेश सरकार को खाद्यान्नों की सप्लाई नियमित रूप से नही हो रही है ;

(ख) क्या मध्य प्रदेश सरकार ने इस मामले की जांच करने के लिए केन्द्रीय सरकार से अनुरोध किया है ;

(ग) यदि हां, तो उस पर सरकार की क्या प्रतिक्रिया है; और

(घ) खाद्यान्नों की सप्लाई करने के लिए गत चार महीनों में राज्य को कितने वगन आवंटित किये गये हैं ?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफ़ी कुरेशी) : (क) जी नहीं।

(ख) जी नहीं।

(ग) प्रश्न नहीं उठता।

(घ) दिसम्बर 73 से मार्च 1974 तक की अवधि में उत्तरी क्षेत्र से मध्य प्रदेश के लिए खाद्यान्न ढोने का कोई कार्यक्रम नहीं था। लेकिन उस अवधि में सरकारी लेखों में 28 फुटकर मांगें आयी जिन्हें पूर्णतः पूरा किया था।

Execution of Schemes by R.E.C. in Kerala in 1974-75

6795. SHRI VAYALAR RAVI: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the important schemes to be executed in the State of Kerala with the assistance of the Rural Electrification Corporation during the year 1974-75, and a brief outline of these schemes and the total amount sanctioned for the execution of these schemes;

The DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDESHWAR PRASAD): (a) and (b). The programme of rural electrification is formulated by the State Governments and implemented through their State Electricity Boards, Additive loan finance is provided by the Rural Electrification Corporation Ltd., for implementation of viable schemes of the State Electricity Boards Upto 31-3-1974, the Corporation has sanctioned 16 schemes of the Kerala State Electricity Board involving a loan assistance of Rs. 712,571 lakhs Details of the schemes are given in the statement laid on the Table of the House. [*Placed in Library. See* No. LT-6713/74]. these schemes are scheduled for completion in a period of 3-5 years and will continue to be executed during the year 1974-75.

No details are available for the schemes which may be sponsored by the Kerala State Electricity Board during 1974-75. The assistance would depend upon the number of schemes sponsored by the Kerala State Electricity Board and approved by the Corporation in accordance with the laid down norms and guidelines.

Amount recovered from Ticketless Travellers during 1972-74

6796. SHRI SUKHDEO PRASAD VERMA: Will the Minister of RAILWAYS be pleased to state:

(a) The total amount recovered by the Railways from ticketless travellers in each Railway zone during the year 1973-74; and

(b) how far the ticketless travelling in Railways have come down in each of the Zones as compared to that in 1972-73?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI): (a) and (b). A statement is attached The monthly average of number of ticketless travellers detected during 1972-73 and 1973-74, (up to January 1974), shown in the statement, indicates that the ticketless travelling has generally come down during 1973-74 as compared to 1972-73, though no definite conclusion can be drawn only on this basis

Statement

Railway	No. of Passengers detected Travelling without Tickets during		Amount realised from Ticketless Travellers during 1973-74 (upto January, 1974)
	1972-73	1973-74 (upto Jan. 74)	
Central	2,56,400 (20,867)	1,96,555 (19,655)	32,23,097
Eastern	3,28,478 (27,373)	2,61,874 (26,187)	31,72,920
Northern	1,92,328 (16,027)	1,47,220 (14,722)	23,99,631
N.E.	1,42,603 (11,844)	98,186 (9,819)	12,60,498
N.F.	72,168 (6,084)	57,736 (5,774)	7,12,600
Southern	1,83,702 (15,309)	1,45,058 (14,506)	22,18,639
S.C.	1,35,056 (11,285)	1,20,654 (12,065)	16,88,010
S.E.	1,62,653 (13,554)	1,22,058 (12,206)	14,13,199
Western	2,72,156 (22,680)	2,14,103 (21,410)	26,63,428
TOTAL	17,39,544 (1,44,962)	13,63,444 (1,36,344)	1,87,52,022

NOTE :—Figures in Brackets indicate monthly averages.

Black Marketing of Diesel in Delhi

6797. SHRI SUKHDEO PRASAD VERMA:
SHRI M. M. JOSEPH:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government are aware that many petrol pump owners in Delhi charge higher price for diesel than the official rate;

(b) if so, the steps Government propose to take to check the black marketing in diesel?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAH NAWAZ KHAN) (a) News reports about charging higher prices for High Speed Diesel Oil by the petrol pump dealers in Delhi have been received

(b) The Oil Companies have been instructed to ensure that their dealers charge the correct prices.

रामेश्वरम् द्वीप में पुनः रेल लाइन बिछाना

6798. श्री हुकम चन्द कछवाय : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को "तमिल नाडु हिन्दू टेम्पल प्रोटैक्शन कमेटी" की ओर से रामेश्वरम् द्वीप में रेल लाइन पुनः बिछाने के बारे में कोई मांग-पत्र प्राप्त हुआ है, और

(ख) सरकार द्वारा इस मामले में क्या कार्यवाही की गई अथवा किये जाने का प्रस्ताव है?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफ़ी कुरेशी) : (क) जी हां ।

(ख) इस क्षेत्र के समुद्री कटाव और ज्वारभाटे के कारण इस लाइन के अनुरक्षण में तकनीकी कठिनाई है साथ ही यह एक अलाभकर लाइन है जिसे देखते हुए विचार यह है कि पम्बन से धनुषकोडि तक की रेलवे लाइन को फिर से न बनाया जाए ।

जनवरी, 1974 में छात्रों द्वारा मुरादाबाद रेल स्टेशन पर हमला

6799. श्री हुकम चन्द कछवाय : क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) क्या जनवरी 1974 में छात्रों ने मुरादाबाद रेलवे स्टेशन पर हमला कर स्टेशन को आग लगा दी थी ,

(ख) यदि हां, तो उसके क्या कारण थे, और

(ग) उसके परिणामस्वरूप अनुमानित कितनी क्षति हुई तथा सरकार द्वारा इस मामले में क्या कार्यवाही की गई है ?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफ़ी कुरेशी) : (क) जी हां ।

(ख) विद्यार्थी बरेली में एक विश्वविद्यालय स्थापित करने के लिए आन्दोलन कर रहे थे ।

(ग) लगभग 51,803 रुपये । सरकारी रेलवे पुलिस ने भारतीय दण्ड संहिता की धारा 147/148/426/427/436 और भारतीय रेल अधिनियम की धारा 120 के अन्तर्गत मुकदमा नं० 23 दर्ज किया था ।

उत्तर रेलवे के रेल कर्मचारियों के विरुद्ध विभागीय जांच

6800. श्री हुकम चन्द कछवाय : क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) उत्तर रेलवे के ऐसे कर्मचारियों की संख्या कितनी है जिनके विरुद्ध रेलवे

सम्पत्ति की चोरी करने के आरोप में विभागीय जांच की गई थी ,

(ख) उनमें से कितने कर्मचारियों के विरुद्ध विभागीय जांच सरकार के विचाराधीन है , और

(ग) उनमें से कितने व्यक्तियों के विरुद्ध केन्द्रीय जांच ब्यूरो के माध्यम से जांच की गई ?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफ़ी कुरैशी) : (क) 1973 में 111 ।

(ख) 1973 में 99।

(ग) किसी के नहीं ।

वर्ष 1974–75 के दौरान तमिल नाडु में बनाए जाने वाले प्रस्तावित नए उपरिपुल

6801. **श्री हुकम चन्द कछवाय** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) वर्ष 1974–75 के वित्तीय वर्ष में तमिल नाडु में सरकार द्वारा कितने नए उपरिपुल बनाने का प्रस्ताव है ,

(ख) राज्य सरकार ने केन्द्रीय सरकार को कितने उपरिपुल के निर्माण का प्रस्ताव भेजा है, और

(ग) राज्य में नये पुलों तथा उपरिपुलों के निर्माण पर 1974–75 के वित्तीय वर्ष में सरकार का प्रस्ताव कितनी धनराशि व्यय करने का है ?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफ़ी कुरैशी) : (क) से (ग) सूचना इकट्ठी की जा रही है और सभा पटल पर रख दी जायेगी ।

Fish Plates, Bolts and Bearing of Railway Track removed at Nellore on S C Railway

6802 SARDAR SWARAN SINGH SOKHI Will the Minister of RAILWAYS be pleased to state

(a) whether recently the fish plates, bolts and bearing of Railway track were found removed at three places at Nellore on South Central Railway,

(b) whether Railway authorities took necessary action against the culprits;

(c) if so, the nature of action taken so far, and

(d) The nature of further action Government propose to take in the matter against the security staff for negligence in discharging their duties?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI): (a) Yes

(b) to (d) Three incidents of removal of fish plates occurred on this section between 19-2-1974 to 22-2-74 Cases were immediately registered by the Railway police and investigation started. Some recoveries of Railway material have been made from two outsiders, who have been detained. Investigations are in progress There is no Security saff appointed specifically by the Railway Administration for the protection of Railway track Such protection forms part of the general law and order arrangements made by the State Governments Wherever specific instances of negligence on the part of maintenance saff resulting in tampering with the track come to notice, they are invariably dealt with severely according to the merits of the case

Payments to Contractors for Works Carried out by them

6803. SHRI AMBESH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the payments have not been made to contractors on the various Railways for works being carried out by them, since October, 1973 for want of funds;

(b) if so, what steps Government proposed to take to redress the grievances of the contractors on account of non-payments, and

(c) whether Government propose to close such contracts for which they have not been able to pay, since the contracts have become impossible to execute on account of rise in labour and material rates?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) It is proposed to make these payments during the current financial year.

(c) As legal and financial implications are involved in this issue, detailed examination is necessary.

Shortage of Wagons in Nagpur Region for Orange Haulage

6804. SHRI VASANT SATHE: Will the Minister of RAILWAYS be pleased to state:

(a) whether acute shortage of wagons in Nagpur region has severely affected the movement of oranges and other goods causing severe loss to the orange growers; and

(b) if so, the action being taken in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). No. Adequate number of wagon have been supplied so far for movement of orange traffic from stations on Nagpur Division.

Encroachment upon Railway and Public lands at Delhi Cantt. Nangal Raya Railway Station

6805 SHRI M DEIVEEKAN: Will the Minister of RAILWAYS be pleased to state

(a) whether Railway and other Public lands have been encroached upon by squatters at Delhi Cantt Nangal Raya railway crossing causing obstruction to road and rail traffic;

(b) the steps being taken to clear this area of encroachment;

(c) whether there is a proposal to construct fly-over at that point to ensure smooth movement of traffic, and

(d) if so, when the work for the construction of the fly-over would be taken up?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI) (a) Yes There are two encroachments in the form of pan and beedi stalls on the Railway land in this area. In addition, vegetable and fruit hawkers also squat on Railway land which cause obstruction to road traffic. Rail traffic, however, is not obstructed.

(b) While eviction proceedings have been initiated against one of the encroachers, action is being initiated under Public Premises (Eviction of Unauthorised Occupants) Act, 1971 against the other As regards the hawkers, local police have been requested to take suitable steps to check this nuisance.

(c) and (d) The proposal for construction of a road overbridge at the Jail Road level crossing near Delhi Cantt. is in preliminary stage of investigation in consultation with the Municipal Corporation, Delhi who

have to bear a part of the cost as per rules. It is not possible at this stage to indicate any firm date for starting the work.

Demand for a Fast Train between Bombay V.T. and Manmad

6806. SHRI Z. M. KAHANDOLE: Will the Minister of RAILWAYS be pleased to state:

(a) whether there has been a remarkable increase in the passenger traffic between Bombay V.T. and Manmad due to development of tourist centres at Aurangabad, opening of various Central and State Government offices and industries in the vicinity of Nasik and agricultural and general development of Nasik, Jalgaon, Dhulia and Ahmednagar districts;

(b) whether the people of these areas have demanded introduction of a new fast train (on the lines of the Deccan Queen between Bombay and Poona and the Flying Rani between Bombay and Surat) between Bombay V. T. and Manmad; and

(c) whether Government propose to introduce such a train and if so when?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) (a) and (b). There have been demaands for the introduction of additional trains between Bombay V.T. and Manmad

(c) No due to saturated line capacity enroute and limited terminal facilities at Bombay V.T. and Manmad.

मध्य प्रदेश में और अधिक संयंत्रों की स्थापना

6807. श्री गंगा चरण दीक्षित : क्या सिंचाई और विद्युत मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मध्य प्रदेश सरकार ने राज्य की आवश्यकता को पूरा करने के लिए और अधिक संयंत्र लगाने का अनुरोध किया है, और

(ख) यदि हां, तो उस पर सरकार की क्या प्रतिक्रिया है?

सिंचाई और विद्युत मंत्रालय में उपमंत्री (श्री सिद्धेश्वर प्रसाद) : (क) और (ख) मध्य प्रदेश सरकार ने कोर्बा-पश्चिम में 200 मेगावाट की दो यूनिटों के साथ एक नए विद्युत केन्द्र की स्थापना के लिए एवं वर्तमान कोर्बा ताप विद्युत केन्द्र के विस्तार के रूप में 110—110 मेगावाट की दो यूनिटों के प्रतिष्ठापन हेतु प्रस्ताव भेजे हैं। प्रथम स्कीम को सिद्धान्त रूप से स्वीकार किया जा चुका है जब कि दूसरी स्कीम की जांच की जा रही है।

Holding up of Coal Wagons in the Country

6808. SHRI M. M. JOSEPH: Will the Minister of RAILWAYS be pleased to state:

(a) whether 3,000 wagons of coal are being held up everyday all over the country;

(b) whether coal loading during the months of January, February and March, 1974 has dropped by 25 to 30 per cent;

(c) wheher in addition to U.P., Delhi and other northern centres and South India, the Railways have also been seriously hit as they rely on coal supply from Bihar and West Bengal coal fields; and

(d) if so, what action Government propose to take in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) When interruption to train movement takes place due to staff agitations, public disturbances and other extraneous factors, there is temporary immobilisation of wagons including

these carrying coal. It is difficult to separately assess the immobilisation of coal wagons all over the country.

(b) Betwen January and March 1974 coal loading dropped by about 12 per cent when compared to corresponding period in 1973.

(c) On account of drop in coal loading due to staff agitations particularly during the period December '73 to March '74, receipt of steam coal for Railways was less Railways, therefore, reduced their requirements of steam coal and rationed the available coal to all consumers ensuring equitable distribution.

(d) Government is seized of the problem and efforts are being made to prevent staff agitations affecting railway operation, and improve coal loading and despatches.

Use of Government Machinery by the Prime Minister, Chief Ministers and other Ministers during Election Campaign

6809. SHRI P. G. MAVALANKAR. Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the use to Air Force planes, Helicopters and other state machinery by the Prime Minister, Chief Ministers and other Ministers in various parts of the country during the election campaigns amounts to an unfair practice;

(b) if so, the steps Government are taking to put an end to such practice; and

(c) if not, the reasons therefor?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE): (a) to (c). Prime Minister is entitled to the use of I.A.F. planes for non-official purposes. This is regulated by the standing instructions which provide for payment being made for credit to the Government Account when an aircraft is used for non-official purposes. The facility is available to the Prime Minister as incumbent of that office and not as leader of the ruling party.

Government has taken due care to ensure that its macinery is not used by any political party to further its prospects at the elections.

Employees of Eastern Region in I.O.C.

6810. SHRI BHOGENDRA JHA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the total number of employees of Eastern Region (Calcutta) of the Indian Oil Corporation in the D.G.S. & D. Billing and Accounts Department and how many of them have been charging overtime payment;

(b) what is the total monthly pay and overtime wages respectively in the two sections and reasons for such high overtime wages,

(c) whether it is proposed to hold high level enquiry, preferably by the C.B.I., into such misuse of public money;

(d) if so, the facts thereabout; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) Out of the total 95 employees in the DGS&D Billing and Machine Accounts Sections in the Eastern Branch of Indian Oil Corporation, 93 employees are charging overtime payment.

(b) Rs. 64,000/- and Rs. 19,000/- respectively. The Branch has one shift working in its data processing centre Machine hours available in one shift are not however adequate to take care of the existing workload. In addition frequent revision of rates;

I.A.C. lock-out; Railway locomen's strike etc., disrupted the flow of despatch and receipt of documents from locations spread over the entire Eastern Branch and created huge backlog in DGS&D Billing and Accounts Sections, necessitating overtime working. Moreover 10 to 12 hours per week are lost due to frequent loadshedding in West Bengal for power shortage.

(c) to (e). To reduce overtime work. Corporation's proposals, to run a second shift; computerisation installation of additional units record machines or decentralisation of coding of documents to the various stock points, have not been accepted by the recognised unions. Overtime work by the staff is, however, being supervised by officers of the Corporation who are seized of the problem and efforts are being made to reduce overtime to the barest minimum required to carry out the jobs. No enquiry is proposed at a high level or by the C.B.I. in this regard.

Beneficial Impact of Energy Crisis in Case of Railways

6811. SHRI B. V. NAIK: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have worked out the beneficial impact of energy crisis by way of additional traffic to be handled by the Railways: and

(b) if so, what will be the net increase in revenue of the Railways due to diversion of traffic to Railways?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) No.

(b) Does not arise.

Work Study Teams on Rationalising Various Terminal Services in Cochin AREA

6812. SHRI M. M. JOSEPH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to constitute a Work Study Team to look into the question of rationalising various terminal services in Cochin area for the improvement of efficiency of Railways and also to look into the future of old Ernakulam goods shed area; and

(b) if so, the progress so far made in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). The Work Study has been completed and the Report is under finalisation.

Total Assests Turns over and profits of Companies under the control of Larger Houses during 1971-72 and 1973-74.

6813. SHRI JYOTIRMOY BOSU: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the total assets, turn over and profits of companies under the control of each large House as per provisions of the MRTP Act as in 1971-72 and 1973-74; and

(b) how far the MRTP Commission has been able to check the growth of monopolistic trade practices in the country?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA): (a) Undertakings registered under Section 26 of the Monopolies and Restrictive Trade Practices Act, 1969, are considered as Large Industrial Houses according to the Revised Industrial Licensing Policy of February 1973, and they are

not required to furnish information regarding the annual changes in their assets, turn-over and profits from year to year under the MRTP Act.

(b) The Government have referred three cases to the MRTP Commission for investigation in terms of Section 31 of the MRTP Act which aims at controlling Monopolistic Trade Practices. The main objective of the regulatory provisions of Chapter III of the MRTP Act is to prevent concentration of economic power to the common detriment, through a process of regulation of substantial expansion, establishment of new undertakings and mergers The steps taken by the Government in this behalf are described in the Second Annual Report on the working and Administration of the MRTP Act, 1969, which was laid on the Table of the Lok Sabha last year.

Demand for Higher Price of Crude By O and G.C.

6814 SHRI C. K CHANDRAPPAN Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the O & N. G C had demanded higher price for their crude;

(b) if so, the facts thereof; and

(c) the decision of Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) Yes, Sir

(b) the O.N.G C. asked for price rise in its crude oil to correspond with the price of imported crude oil.

(c) the price of ONGC crude oil has been raised;

(i) from U.S Dollar 2.38 per barrel to U.S dollar 2 48 per barrel for the period 22-9-1973 to 2-11-1973; and

(ii) from U.S. dollar 2.48 per barrel to U.S. doller 3.58 per barrel effective from November 3, 1973.

Attack on Assistant Station Master of Athsarai

6815. SHRI M. S. PURTY: Will the Minister of RAILWAYS be pleased to state:

(a) whether about 40 persons tied up the Assistant Station Master of Athsarai next to the Sirahu station in U.P. and also disconnected the telephone on 5th March, 1974; and

(b) whether there have been cases of looting also; and if so, the Particulars thereof and the number of persons so far arrested in this connection?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). On the night of 4th/5th March, 1974, about 20-25 armed persons, with their faces covered with cloth, ransacked the office of the Astt. Station Master, Athsarai Railway Station, situated on the Allahabad-Fatehpur Section of the Allahabad Division on the Northern Railway in Uttar Pradesh. The miscreants damaged the signal gear and other telecommunication equipments provided at the station On the point of pistol, they took the Astt. Station Master on duty as also another Asstt. Station Master, who being off-duty was sleeping in that office, to a corner obtaining the key of the railway cash safe from the Asstt. Station Master on duty removed railway cash amounting to Rs. 259.85 Paise from the cash safe/ticket tube and also snatched away two wrist watches belonging to the Assistant Station Masters.

A case under Section 359/397 IPC has been registered by the Government Railway Police and is under investigation. No arrests have so far been made.

Companies covered under the Companies Act. 1956 as on the 1st September, 1973

6816. SHRI P. M. MEHTA: Will the Minister of LAW, JUSTICE AND COMPANY AFFIRS be pleased to state:

(a) the number of companies covered under the Companies Act, 1958 as on the 1st September, 1973·

(b) the number of those which are private limited companies as defined under Section 3 of the Companies Act, 1956.

(c) the number of such private limited companies among them as have shown in their last annual accounts accumulated losses exceeding Rs 1,00,000/- or amounts exceeding ten times of their paid up capital whichever was less; and

(d) the number of such private limited companies which were incorporated with the object of carrying on the Chit Fund and similar business as more particularly described in para 2 of the Miscellaneous Non-banking Companies (Reserve Bank) Directions, 1973?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA): (a) and (b). As on 1st September, 1973, there were 36,167 Joint Stock Companies limited by shares, both public limited and private limited at work and registered under the Companies Act, 1956. Of these, 29221 were private limited companies as defined under Section 3 of the Companies Act, 1956.

(c). The required information is not readily available. The collection of the said information will require examination of the Annual Accounts of over 29,000 companies.

(d) The information is being collected and it will be laid on the Table of the House.

Polyester Fibre Producing Firms

6817. SHRI K. P. UNNIKRISHNAN:
SHRI VAYALAR RAVI:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the names and number of firms which have been allowed to import plants and machineries for the production of Polyester Fibres and the number of units which are at present producing Polyster Fibre together with their production capacities and actual production of each unit;

(b) whether Government are aware that some of these firms have violated Government regulation in this regard and exceeded their actual permitted production capacities; and

(c) if so, the broad features thereof and the actions taken against these firms?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) The details are as indicated below:—

Sl. No.	Name of the firm	Licensed capacity (in tonnes)	Production during 1973 (in tonnes)	Whether Plant and Machinery imported or CG Licence issued
1	2	3	4	5
1.	M/s Chemicals & Fibres of India Ltd.	6100	6547	Yes

1	2	3	4	5
2.	M/s. J. K. Synthetics Ltd. .	450	913	Capacity for the manufacture of Polyester Staple fibre was established by diversifying a part of the capacity for the manufacture of Nylon Staple fibre. The firm was allowed to import balancing equipments.
3.	M/s. Indian Organic Chemicals Ltd.	6100	3068	Yes.
4.	M/s. Swadeshi Polytex Ltd. .	6100	2572 (April to December 1973)	Yes.
5.	M/s. Ahmedabad Manufacturing & Calico Printing Co. Ltd.	6100	The firm have yet to establish commercial production.	Yes
6.	M/s. Punjab State Industrial Development Corporation Ltd.	6000	A Letter of Intent has been issued to State Industrial Development Corporation Ltd.. on 12th August, 1970. The C.G. and FIB proposals have been cleared by the Government. The Corporation is at present negotiating for foreign exchange loan.	

(b) and (c). Polyester staple fibre units are allowed to produce upto 125 per cent of their licensed capacity. M/s. J. K. Synthetics have produced much above their licensed capacity This matter is being looked into by the Government.

Composition of Development Council (Drugs)

6318. SHRI BHALJIBHAI PARMAR: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the Development Council (Drugs), D.G.T.D. is a recognised body appointed by Government:

(b) whether the ex-officio Member Secretary of the Development Council is a Development Officer of the D.G.T.D.

(c) whether the details about the foreign dominated firms contained in the 'Indian Pharmaceutical Industry, 1973' were carefully scrutinised the said Officer before publication; and

(d) whether the Member-Secretary was present at the inaugural function of this book?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) The Development Council for Drugs and Pharmaceuticals was constituted by Government under Section 6 of the Industries (Development and Regulation) Act, 1951,

(b) The Development Officers of DGTD (Drugs and Pharmaceuticals Directorate) who was an official member on the last reconstituted Development Council for Drugs and Pharmaceuticals was also nominated as its Member-Secretary.

(c) The information about firms published in the Publication 'Indian Pharmaceutical Industry, 1973' is as have been received from the firms.

(d) Yes, Sir.

Release of a Booklet 'Indian Pharmaceutical Industry, 1973'

6819. SHRI BHALJIBHAI PARMAR: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the Minister of Industrial Development released a book 'Indian Pharmaceutical Industry, 1973' which is compiled and published by the Development Council, D.G.T.D.;

(b) whether the information provided in the book could be considered as authorised details given by D.G.T.D.;

(c) if not, why;

(d) whether this book was published by a private person; and if so, why the name of D.G.T.D. is used and who is responsible for it; and

(e) does the book contain some details to help foreign firms situated in India and whether these were not gone into before publication of the book?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) to (e). The publication 'Indian Pharmaceutical Industry, 1973' was released by the Minister for Industrial Development on 24th December, 1973 on the request made by the Chairman of the Development Council. It was published by the Development Council for Drugs and Pharmaceuticals. The information in regard to various firms contained in the publication is as received from the firms.

Appointment of Harijans as Priests in Temples

6820. SHRI M. KATHAMUTHU:
SHRI S. A. MURUGANANTHAM:

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Tamil Nadu Government have asked the Central Government to bring about an amendment of the Constitution to enable the harijans to be appointed as priests in temples; and

(b) if so, salient features of the decision of Government thereon?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE): (a) Yes, Sir.

(b) The Government of Tamil Nadu has been requested to indicate the exact extent and scope of the amendments.

रेलवे में नैमित्तिक श्रमिकों की मजूरी

6822. श्री रामेश्वर प्रसाद यादव : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेलवे विभाग बहुत अधिक संख्या में नैमित्तिक श्रमिक भर्ती करता है तथा इन श्रमिको को इन दिनों भी जबकि मूल्यों में बहुत अधिक वृद्धि हो गई है, पुरानी दरों पर मजूरी दी जा रही है ,

(ख) क्या सरकार का विचार उन्हें उचित मजूरी देने तथा उन्हे स्थायी करने का है; और

(ग) यदि हां, तो इस दिशा में क्या कार्यवाही किये जाने का विचार है ?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफ़ी कुरेशी) : (क) और (ख). रेलों पर लगभग 3.17 लाख नैमित्तिक श्रमिक

नियोजित है। नैमित्तिक श्रमिकों की एक बड़ी संख्या को प्रति वर्ष नियमित पदों पर पहले से समाहित किया जा रहा है।

न्यूनतम मजदूरी अधिनियम से शासित न होने वाले नैमित्तिक श्रमिकों को उस इलाके में प्रचलित मजदूरी मिलती है। न्यूनतम मजदूरी अधिनियम द्वारा शासित नैमित्तिक श्रमिकों को उस अधिनियम के अन्तर्गत निर्धारित मजदूरी मिलती है। उनकी मजदूरी का समय समय पर पुनरीक्षण किया जाता है और जब कभी आवश्यक होता है, उसमे सशोधन कर दिया जाता है।

(ग) प्रश्न नही उठता।

Supply of 'C' and 'E' Class Railway Wagons to Pachpadra, Didwana and Sambhar Salt Source in Rajasthan

6823. SHRI LALJI BHAI: Will the Minister of RAILWAYS be pleased to state:

(a) whether supplies of 'C' and 'E' Class Railway wagons to the Pachpadra, Didwana and Sambhar salt sources in Rajasthan is not uniform and timely thereby causing lot of difficulties to the manufacturers;

(b) whether uniforms standards are not being practised in supply of wagons for various salt manufacturers in Rajasthon; and

(c) if so, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) to (c). Didwana is not a salt loading station Salt from this area is loaded from Marwar Balia.

The supply of wagons to different salt loading stations in Rajasthan including Pachpadra, Marwar Balia and Sambhar salt sources is made according to the availability of wagons having regard to the demands placed at the stations, their priority and dates of registration. It is, therefore, not possible to maintain a uniform pattern of supply of wagons to different salt loading stations.

As regards timely supply, due to various adverse features affecting train operation and creating an artificial scarcity of wagon availability, loading of salt from this region could not keep pace with the demands Every effeort is being made to step up loading.

भारतीय उर्वरक निगम के निदेशकों तथा अन्य वरिष्ठ अधिकारियों को दी जाने वाली सुविधायें

6825. श्री जगन्नाथ राव जोशी :
श्री अटल बिहारी वाजपेयी :

क्या पेट्रोलियम और रसायन मंत्री भारतीय उर्वरक निगम के निदेशकों को दी जाने वाली सुविधाओं के बारे मे 11 दिसम्बर 1973 के अतारांकित प्रश्न संख्या 4188 के उत्तर के सम्बन्ध मे यह बताने की कृपा करेंगे कि :

(क) भारतीय उर्वरक निगम द्वारा अपने निदेशक मंडल के सदस्यों तथा अन्य वरिष्ठ अधिकारियों को गत तीन वर्षों में क्या क्या सुविधायें दी गई है और उनके ऊपर प्रत्येक मद पर कितना कितना खर्च आया है,

(ख) वर्तमान बचत योजना के अन्तर्गत इस बारे में क्या क्या कदम कब कब से उठाये गये है; और

(ग) आगामी वर्ष के लिए बचत योजना के अन्तर्गत कौन कौन से कदम उठाये जा रहे है ?

पेट्रोलियम और रसायन मंत्रालय में राज्य मंत्री (श्री शाहनवाज खां) : (क) से (ग). सूचना एकत्र की जा रही है और सभा पटल पर रखी जाएगी।

Contracts for Book Stalls given to Educated Unemployed and Cooperative Societies

6826. SHRI DEVINDER SINGH GARCHA: Will the Minister of RAILWAYS be pleased to state.

(a) the number of contracts for book-stalls given during the last three years to the educated unemployed, cooperative societies and widows of the last Indo-Pak War heroes; and

(b) whether Railway authorities are considering to give catering contracts also to these categories of persons at places where departmental catering has not been introduced so far?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) So far three bookstall contracts have been allotted, one each at Madras Beach, Machada and Chindwara stations to three Cooperative Societies of unemployed graduates, of which the one at Madras Beach has started functioning with effect from 10th February, 1974.

(b) The question of allotment of catering contracts to unemployed graduates is under examination.

Quantity of oil found in Bombay High and expenditure incurred thereon

6827. SHRI DEVINDER SINGH GARCHA:
SHRI P. M. MEHTA:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the estimated quantity of oil found in Bombay High area and the time by which it could be exploited on commercial basis; and

(b) the amount of expenditure incurred so far and the amount expected to be spent till the drilling operations are to be carried out?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) It is too early to state anything about the quantity of oil that may be obtained from Bombay High for exploitation on commercial basis.

(b) Total revenue expenditure incurred upto 28th February, 1974 is Rs. 451,64 lakhs. On the basis of oil indications in one well it is not possible to say as to how much more amount will be spent on drilling.

प्रारम्भिक उद्योगों को रियायती दरों पर तेल की सप्लाई

6828. श्री भारत सिंह चौहान : क्या पेट्रोलियम और रसायन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या आवश्यक वस्तुओं का निर्माण करने वाले अर्द्धविकसित तथा प्रारम्भिक उद्योगों को पेट्रोल, मौबिल आयल तथा अन्य तेलों की सप्लाई बिना सरकारी कर लगाये या सरकारी करों में कुछ छूट दे कर करने की कोई योजना सरकार के विचाराधीन है;

(ख) यदि हां, तो योजना का ब्यौरा क्या है; और

(ग) यदि नहीं, तो उसके क्या कारण हैं ?

पेट्रोलियम और रसायन मंत्रालय में राज्य मंत्री (श्री शाहनवाज खां) : (क) जी नहीं ।

(ख) प्रश्न नहीं उठता ।

(ग) इस प्रकार की योजना को कार्यान्वित करना संभव नहीं समझा गया ।

वर्ष 1973–74 के दौरान तीसरी श्रेणी के रेलवे टिकटों की बिक्री से राजस्व प्राप्ति में वृद्धि

6829. श्री भारत सिंह चौहान : क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) क्या वर्ष 1973–74 में तीसरी श्रेणी के टिकटों की बिक्री से आय की राशि वर्ष 1972–73 में हुई आय की राशि से अधिक थी, और

(ख) यदि हां, तो क्या सरकार का विचार इस वर्ष तीसरी श्रेणी, जिसे अब तक द्वितीय श्रेणी का नाम दिया जा चुका है, के यात्रियों को अतिरिक्त सुविधाएं प्रदान करने का है ?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरैशी) : (क) जी हां। 1973–74 के दौरान तीसरे दर्जे की रेलवे टिकटों की बिक्री से आमदनी, वर्ष 1972–73 में हुई 299 99 करोड़ रुपये की तुलना में, 320 करोड़ रुपये (अनन्तिम) होने की सम्भावना है।

(ख) इस वर्ष यात्रियों के लिए अतिरिक्त सुविधाओं की व्यवस्था करने के उद्देश्य से निम्नलिखित कदम उठाये गये हैं —

(i) प्रतीक्षालय सम्बन्धी सुविधाओं की व्यवस्था/विस्तार।

(ii) विभिन्न स्टेशनों पर जलशीतकों की व्यवस्था।

(iii) जहां आवश्यक समझा जाय वहां अतिरिक्त टिकट-खिड़कियां खोलना।

(iv) स्टेशनों पर लाउड स्पीकरों की व्यवस्था।

(v) भीड़-भाड़ को कम करने के उद्देश्य से अतिरिक्त गाड़ियां चलाना और वर्तमान गाड़ी सेवाओं के चालन क्षेत्र बढ़ाना/डिब्बे बढ़ाना।

Confirmation of Assistant Officers recruited through UPSC

6830 SHRI R. V. BADE: Will the Minister of RAILWAYS be pleased to state·

(a) whether 600 officers in Indian Railways recruited as Temporary Assistant Officers through U.P.S.C. still continue as temporary Assistant Officers even after putting in 10 years service; and

(b) if so, whether the Railway has got any plan to confirm these Officers?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI): (a) Out of 1089 Temporary Assistant Officers recruited directly from 1956 to 1968, there are nearly 400 such Officers who have put in more than 10 years service and are still Temporary.

(b) The quota for permanent absorption in Class I Cadre of Temporary Assistant Officers has been increased from time to time and the present quota, for this purpose is 60 per cent of the actual intake through the Competitive Examination by the Union Public Service Commission.

The question of further increase in the quota for absorption of Temporary Assistant Officers is under consideration of the Government in consultation with the Union Public Service Commission.

Wagon movement affected by Jute Strike in Calcutta

6831 SHRI SAKTI KUMAR SARKAR: Will the Minister of RAILWAYS be pleased to state.

(a) whether wagon movement was affected by the recent jute strike in Calcutta; and

(b) if so, the number of wagons affected?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI): (a) Yes.

(b) The normal loading of Jute from stations on the North Eastern, Northeast Frontier, Eastern and South Eastern Railways which was of the order of about 240 wagons per day prior to the strike, was affected for a period of over one month. In addition, during this period, nearly 4000 wagons loaded with Jute were immobilised on the railways.

Railway Lines under construction in West Bengal during last three years

6832. SHRI SAKTI KUMAR SARKAR: Will the Minister of RAILWAYS be pleased to state:

(a) the railway lines taken up for construction in West Bengal during last three years;

(b) the amount sanctioned in this regard and the amount spent so far, line-wise; and

(c) when these lines will be completed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) to (c). No railway lines were sanctioned for construction in West Bengal in the last three years. Construction of Durgachak-Haldia portion (10.18 Kms.) of Panskura-Haldia line (69.61 Kms.), sanctioned earlier is, however, in progress. Panskura-Durgachak portion of this line (59.43 Kms.) was completed in 1969. Out of the sanctioned cost of Rs. 8.75 crores of this project, an amount of Rs. 8.05 crores has been incurred. The work of construction of Broad Gauge lines from Howrah to Amta and from Howrah to Sheakhala in the areas served by the former Light Railways has also been approved. The details of participation with the State Government in the capital cost and operation of this line are under finalisation. Construction work will commence after these are finalised.

Techno-Economic Surveys for Railway Lines in West Bengal

6833. SHRI SAKTI KUMAR SARKAR: Will the Minister of RAILWAYS be pleased to state:

(a) the number of techno-economic survey for Railway lines conducted by the Railway Board in West Bengal including Sunderban area during last three years;

(b) names of the places where the surveys have been conducted and the salient features of reports of these surveys; and

(c) the reaction of Government in regard to these surveys?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Surveys for four projects for the construction of new lines, conversion from narrow gauge to broad gauge, and restoration of light railways as broad gauge, were carried out and completed in West Bengal in the last years.

(b) and (c). The names of the places and the present position of the proposals is indicated below:

(i) *Krishnanagar City-Shantipur (Conversion from N G. to B.G.).*

A traffic survey has been completed. The estimated cost of conversion of this 15 km. long N.G. section to B.G. is Rs. 1.30 crores. As the conversion was found to result in a recurring loss, the proposal has been shelved after due consideration of the report.

(ii) *Purulia-Kotshila (Conversion from N.G. to B.G)*.:

Traffic survey has been completed and the report is under examination. This 35 km. long conversion is estimated to cost Rs. 1.54 crores.

(iii) *Eklakhi-Malda (new B G line)*:

A traffic survey has been completed and the report is under examination The estimated cost of this 90.0 km. long line is Rs. 10 35 crores According to the Survey report, the line is seen to yield a negative return

(iv) *Howrah-Amta and Howrah-Sheakhala (Construction of broad gauge lines in the areas served by former light Railways)*:

Engineering and traffic survey for this work have been completed and the work has been approved through the Supplementary Demands for Grants in 1973-74. The details of participation with the State Government in the capital cost and operation of this line are under finalisation. Construction work will commence after these are finalised. The estimated cost of these projects is Rs. 13.5 crores. In so far as Sundarban area in particular is concerned, no survey were carried out in the past. A traffic survey is in progress for the following B.G. lines in this area:

1. Lakshmikantapur to Kakdwip via Kulpi.
2. Canning to Golabari
3. Hasnabad to Canning via pratapadityanagar.
4. Sonarpur/Champahati to Dhamkhali.

In addition, a traffic survey is also proposed to be carried out for a B.G. line from Budge Budge to Namkhana via Diamond Harbour.

These proposals will be further considered after the survey are completed.

Decision to connect Capitals of States with Railways

6834. SHRI SAKTI KUMAR SARKAR. Will the Minister of RAILWAYS be pleased to state.

(a) whether all the State capitals are connected with Railways;

(b) if not, the names of the States capitals of which are yet to be connected by Railways; and

(c) whether any decision has been taken to connect these capitals by the Railways and if so, the salient features of the decision taken?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI): (a) No

(b) Jammu and Kashmir, Manipur, Tripura, Meghalaya, Nagaland and Arunachal Pradesh (all hill States)

(c) No.

Difficulties experienced by students at Quilon

6835 SHRI VAYALAR RAVI:
SHRI RAMACHANDRAN KADANNAPPALLI:

Will the Minister of RAILWAYS be pleased to state.

(a) whether Government are aware of the difficulties experienced by the students of Quilon and surrounding areas due to the stopping of a number of local trains in that area; and

(b) if so, what steps Government propose to take to remove the difficulties of the students in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). Out of 13 trains scheduled to run on Quilon-Trivandrum section, 6 trains

have been cancelled due to the difficult coal position. Restoration of these trains will be considered when the position in this regard eases.

अलवर और गुड़गांव स्टेशन के बीच चार औरतों के साथ चलती गाड़ी में बलात्कार

6836. **श्री लालजी भाई :** क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) क्या 27 फरवरी, 1974 को अलवर तथा गुड़गाव के बीच कुछ व्यक्तियो ने चार औरतो के साथ बलात्कार किया,

(ख) क्या उस समय गाडी मे बहुत से अन्य व्यक्ति भी थे किन्तु वे कुछ नही कर सके,

(ग) यदि हा, तो घटना का सही तथा विस्तृत ब्यौरा क्या है, और

(घ) सरकार का इस प्रकार की घटनाओं की पुनरावृत्ति रोकने के लिए क्या कार्यवाही करने का विचार है ?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफ़ी कुरेशी) (क) इस तरह की किसी घटना की रिपोर्ट नही मिली है ।

(ख) से (घ). प्रश्न नही उठता ।

Conversion of Kurmadanga Halt into a full Station

6837. SHRI GADADHAR SAHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is demand for conversion of 'Kurmadanga' Halt on the Ahmadpur-Katwa (narrow gauge) Railway Line into a full station with all its facilities; and

(b) if so, by what time the work for the purpose is expected to be taken up and completed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). Yes. The proposal for converting Kurmadanga halt into a flag station has been examined but the same is not found financially justified Hence, it is not proposed to take up this work.

रेल सेवा आयोग द्वारा विभिन्न श्रेणियों में अनुसूचित जातियों और अनुसूचित जन जातियों के व्यक्तियों का चयन

6838. **श्री नाथू राम अहिरवार :** क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) गत दो वर्षो मे विभिन्न रेल सेवा आयोगो द्वारा प्रत्येक श्रेणी मे कितने उम्मीदवारो का चयन किया;

(ख) उनमे अनुसूचित जातियों और अनुसूचित जनजातियो के उम्मीदवारों की सख्या कितनी थी, और

(ग) क्या इन अनुसूचित जातियों/अनुसूचित जनजातियों के लिये आरक्षित सब स्थानो पर अनुसूचित जातियो/अनुसूचित जनजातियो के उम्मीदवारो को नियुक्त किया गया है और यदि नही, तो इसके क्या कारण है ?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफ़ी कुरेशी) : (क) और (ख). रेलो मे तृतीय श्रेणी के पदों पर नियुक्ति के लिए रेल सेवा आयोगों ने कितने उम्मीदवारों की सिफारिश की थी उनकी सख्या इस प्रकार है

वर्ष	जितने उम्मीदवारो की सिफारिश की गई	अनुसूचित जाति	अनुसूचित जनजाति
1971–72	4326	634	145
1972–73	4788	604	160

(ग) कुछ तकनीकी कोटियों को छोड़ कर जिनके लिए पर्याप्त संख्या में उम्मीदवार नहीं आते अनुसूचित जातियों के लिए आरक्षित रिक्तियों को आमतौर पर भर लिया जाता है। अनुसूचित जनजातियों के सम्बन्ध में एक और कठिनाई यह है कि अनुसूचित जनजातियां केवल जनजाति वाले क्षेत्रों में ही पाई जाती है और सारे देश में एक समान फैली हुई नहीं हैं। यहां तक कि कुछ क्षेत्रों में तो उनकी आबादी उनके आरक्षित रिक्तियों से भी कम है।

झांसी स्टेशन पर विभिन्न विभागों के रेलवे कर्मचारियों द्वारा हड़ताल

6839. **श्री नाथू राम अहिरवार :** क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) क्या 16 मार्च, 1974 को झांसी रेलवे स्टेशन पर वैगन एण्ड कैरेज विभाग के 6 कामदारों को आर० पी० एफ० के सब इन्स्पेक्टर द्वारा नाजायज ढंग से गिरफ्तार किया गया था,

(ख) क्या कर्मचारियों की इस अवैधानिक गिरफ्तारी के बाद पूरे वर्कशाप, रेलवे स्टेशन, डिवीजनल आफिस, लोको वर्कशाप, रेलवे इन्क्वायरी, पार्सल आफिस तथा केटरिंग विभाग में पूर्ण हड़ताल रही,

(ग) क्या शत प्रतिशत हड़ताल के कारण झांसी से आने वाली सभी गाड़ियां प्रातः 10 बजे से शाम 5 बजे तक झांसी जंकशन से न जा सकीं और न आ सकीं, और

(घ) क्या रेलवे मण्डल अधीक्षक, झांसी अपने कार्यालय में सारे दिन बैठे रहे, लेकिन वह रेलवे स्टेशन झांसी पर नहीं आये और यदि वह आ जाते तो हड़ताल उसी समय समाप्त हो जाती?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफ़ी कुरेशी) (क) झांसी यार्ड में अनाधिकृत व्यक्तियों की अतिक्रमण के विरुद्ध छापा मारने के दौरान उन्हें कुछ बाहरी व्यक्तियों के साथ पकड़ा गया था। बाद में उन्हें छोड़ दिया गया।

(ख) झांसी के रेल कर्मचारियों ने बहुत बड़ी संख्या में काम करना बन्द कर दिया और इस प्रकार गिरफ्तारी के विरुद्ध आन्दोलन में शामिल हो गये।

(ग) गाड़ियां काफी अरसे तक—एक घण्टे से लेकर नौ घण्टे तक रुकी रहीं।

(घ) यद्यपि वह स्टेशन पर नहीं आये किन्तु उन्होंने स्थिति से अपने को अवगत रखा और स्थानीय सिविल तथा पुलिस अधिकारियों तथा बम्बई में प्रधान कार्यालय से सम्पर्क बनाये रखा।

Supply of Rail Coaches to Phillippines National Railways by I.C.F., Madras

6840. SHRI D. D. DESAI:
SHRI P. GANGADEB:

Will the Minister of RAILWAYS be pleased to state

(a) whether Integral Coach Factory, Madras had received a Letter of Intent for the supply of 30 rail coaches to the Phillippines National Railways;

(b) whether demands for the supply of coaches have also been made by other countries;

(c) whether these demands were met and if so, the salient features thereof; and

(d) production rate of coaches by Integral Coach Factory per year?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QUERSHI): (a) Yes.

(b) and (c) Bangladesh Railways have also expressed their desire to

procure 50 coaches from India, but there are certain conditions which are under examination. The Phillippine order is under execution.

(d) During the fifth plan period Integral Coach Factory has planned to manufacture 750 coaches per annum subject to the availability of funds.

Project for extraction of oil from Coal

6841. SHRI D. D. DESAI:
SHRI P. GANGADEB:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether a Japanese firm has shown interest in putting up a plant for the liquification of coal into petroleum;

(b) whether Government have appointed a Committee under DGTD to identify industries which could change over from fuel oil to coal; and

(c) if so, the broad outlines thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) Two Japanese firms, Mitsui Company and Mitsubishi Company have given their ideas to the Department of Mines for the setting up of a coal liquification plant. Tests on Indian coal with the assistance of experts from the two companies are in progress.

(b) and (c). A Standing Committee on furnace oil with Secretary and Director General Technical Development as Chairman and with representatives from Ministries of Petroleum and Chemicals Railways, Steel and Mines, Central Water and Power Commission has been constituted. Industrial Adviser D.G T.D. is the Member Secretary of the Committee. The Committee will, *inter alia*, recommend measures for reducing consumption of furnace oil in the country without inhibiting industrial production, lay down principles for allocation of furnace oil, oversea the implementation of the measures for curbing consumption of furnace oil; watch the progress of availability of coal to industries which on technological considerations can switch over to coal in place of furnace oil; scrutinise all new demands from consumers for furnace oil etc. The Committee has formed a sub-committee on the substitution of furnace oil by coal.

Agreement between O&NGC and N.O.C. of Iraq

6842. SHRI D. D. DESAI:
SHRI P. GANGADEB:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether O&NGC is to render any kind of assistance to Iraq National Oil Company under the Contract signed on the 20th August, 1972;

(b) if so, facts thereof;

(c) whether Iraq National Oil Company would bear all the cost; and

(d) if so, whether O&NGC would be paid for its services through its right to purchase certain specified quantities of crude oil at a concessional prices?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) to (d). Under the Contract signed on August 22, 1973, the Oil and Natural Gas Commission is to render specified technical, financial and commercial services to Iraq National Oil Company (INOC) in respect of the exploration for and the exploitation of petroleum in an area of 4175 sq. kms. in Iraq, the marketing of petroleum produced therefrom etc. In the event

of commercial discovery and production, all cost would be recoverable from INOC, and the ONGC will be remunerated for its services through its right to purchase certain specified quantities of crude oil produced from the area at a concessional "guaranteed sale price".

Clearance of Major Irrigation Projects in Orissa from C.W.P.C.

6843. SHRI D. K. PANDA: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the names and number of major irrigation projects in Orissa which are pending for clearance from the Central Water and Power Commission with special reference to such projects of Ganjam District till March, 1974 and the new projects under survey;

(b) whether Jeran-Harabhangi Irrigation Project of Ganjam District in Orissa has been given clearance by the C.W.P.C.;

(c) if so, when and if not, the reasons thereof; and

(d) whether any time limit has been fixed or guiding principles laid for clearance from C.W.P.C. to expedite speedy implementation of such projects?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) The following 2 major irrigation projects of Orissa were pending with the Central Water and Power Commission at the end of March, 1974:

Name of Project	*District benefited*
Bagh	Phulbani
Badanalla	Koraput

No major irrigation project pertaining to Ganjam District was pending with the Commission for clearance till the end of Mach, 1974.

26 projects are reported to be currently under investigation in Orissa. A statement giving the names of these projects is attached.

(b) and (c). The integrated Joro-Harbhangi project which was earlier cleared by the Central Water and Power Commission and Technical Advisory Committee of the Planning Commission in 1970 has been freshly investigated by the Government of Orissa. The State Government have since split up this project into three medium irrigation schemes namely Joro, Harbhangi and Padma. The project reports of Joro and Harbhangi have been received in the Central Water and Power Commission and are under examination in the Commission in consultation with the State Government The project report of Padma project has not so far been received in the Commission from the Government of Orissa.

(d) No specific guidelines or time limit has been fixed for clearance of irrigation projects by the Central Water and Power Commission. Every effort is, however, made by the Commission to clear the projects in the minimum possible time depending upon their completeness in regard to the techno-economic and other details.

Statement

NAMES OF PROJECTS UNDER INVESTIGATION

1 Aunli
2. Tikara
3. Singadajore
4. Sunkharai
5. Lodani
6. Kansabahal
7. Barasua
8. Gumandi
9. Telengari

10. Utkapadu

11. Lillibadi

12. Bangri Dam project

13. Sundal

14. Sundar (Indra St 1)

15. Norla

16. Sagada

17. Lower Lant

18. Titlagarh

19. Harharajore

20. Gajendra Dhar Dam Project

21. Bhalujhori

22. Budhari

23. Mohendratanaya

24. Ramanadi and Godahada Irrigation Project

25. Loharakhandi

26. Phirol

Cases Pending in High Courts for more than Five Years

6844. SHRI D. B. CHANDRA GOWDA:
SHRI GAJADHAR MAJHI:

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the number of cases pending for more than five years in various High Courts State-wise; and

(b) the average yearly disposal of cases during the last two years?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE): (a) and (b). A statement is attached.

Statement

Name of High Court	No. of cases pending for more than five years	Average yearly disposal of cases during the last two years
1. Allahabad .	13,766	34,736
2. Andhra Pradesh	33	37,574
3. Bombay . .	8,037	28,028
4. Calcutta . .	19,526	41,739
5. Delhi . .	2,633	15,565
6. Gauhati . .	307	2,803
7. Gujarat . .	561	12,906
8. Himachal Pra	256	1,499
9. Jammu & Kashmir	76	1,683
10. Karnataka .	29	19,806
11. Kerala . .	41	30,723
12. Madhya Pradesh	2,395	7,623
13. Madras . .	959	48,347
14. Orissa . .	219	5,090
15. Patna . .	2,507	9,406
16. Punjab & Haryana	5,889	28,856
17. Rajasthan . .	948	8,572

Target of New Railway Lines in Fourth Five Year Plan for Orissa

6845. SHRI BANAMALI BABU: Will the Miniser of RAILWAYS be pleased to state:

(a) whether the target of construction of new Railway lines in the Fourth Five Year Plan has been fully achieved in Orissa; and

(b) if not, the reasons for the same and what is the shortfall?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). State-wise targets for develop-

ment of rail facilities are not laid down. However, construction of Cuttack-Paradeep rail link (84.31 Kms.) which falls in Orissa, has been completed in the Fourth Plan.

Target of Irrigation Projects in Fourth Plan

6846. SHRI BANAMALI BABU: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the target of irrigation projects to be set up during the Fourth Five Year Plan has been fully achieved by Government; and

(b) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) and (b). The Fourth Plan envisaged the creation of an additional potential of 4.8 million ha. from the major and medium schemes with an outlay of Rs. 951 crores. The actual expenditure during the plan is, however, likely to be about Rs. 1170 crores. The actual additional potential is likely to be about 3.1 million ha. The reduced physical achievement against enhanced financial expenditure is primarily due to the steep rise in the costs of several projects. Apart from the increase in the cost of materials and labour, other important contributary factors in a number of cases have been the lack of adequate investigations and proper project formulation; changes in the scope of projects during the course of their execution and higher costs of land compensation and rehabilitation. The effect of the increase in the cost of projects has been to slow down their physical progress, and some projects which were earlier expected to be substantially completed in the Fourth Plan will now yield their benefits only during the Fifth Plan.

Huge Accumulation at Salt Pans in Saurashtra due to Poor availability of Wagons

6847. SHRI K. MALLANNA:
SHRI C. K. JAFFER SHARIEF:

Will the Minister of RAILWAYS be pleased to state:

(a) whether because of poor availability of wagons there has been huge accumulation at salt pans in Saurashtra; and

(b) if so, what steps Railway authorities have taken to provide box rekes to salt units in Saurashtra for a speedier clearance of stocks accumulated there?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MHOD. SHAFI QURESHI): (a) and (b). Due to civil disturbances, staff agitations etc. which frequently interrupted train running and created an artificial scarcity of wagon availability, loading of salt from stations in the Saurashtra region could not keep pace with the demands. Despite this constraint, movement of higher priority salt, like programmed and industrial salt was maintained at a satisfactory level. Non-programmed salt is cleared under the lowest priority class 'E' and consistent with the commitments of the railways to move higher priority traffic, like imported foodgrans and fertilisers on preferential basis, every effort is being made to maximise loading of non-programmed salt. Box wagons are also being loaded with salt to the extent they can be spared after meeting the requirements of coal loading.

Clearance of Irrigation Schemes in Gujarat

6848. SHRI P. M. MEHTA: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Government have cleared three irrigation schemes, one

in Kutch district and two in Junagardh district in Gujarat State;

(b) if so, the main features of the schemes;

(c) the time by which these schemes are expected to be completed; and

(d) to what extent Government propose to help in implementation of these schemes?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDESHWAR PRASAD): (a) Yes, Sir.

(b) The main features of the schemes are as under:

Name of Scheme	District	Estimated Cost (In lakh of Rs.)	Irrigation benefits (In hectares)
Nara	Kutch	77·97	1100
Raval	Junagarh	207·78	4050
Machhundri	Junagarh	173·09	4460

(c). The Government of Gujarat have reported that all these schemes are expected to be completed by the middle of 1976.

(d) Irrigation is a state subject and funds for execution of irrigation projects are provided by the State Governments within the framework of their overall developmental plans. The Central assistance to the State Plans is given in the form of block loans and grants, not related to any particular sector of development or project.

Transfer of Staff dealing with contractor's Bill in Construction Accounts office, Kashmere Gate, Delhi (Northern Railway)

6840. SHRI PANNA LAL BARUPAL: Will the Minister of RAILWAYS be pleased to state:

(a) total number of contractors Bills received in the Construction Accounts Office, Kashmere Gate, Delhi from 1st January, 1973 to 31st December, 1973 and passed on the same day;

(b) total number of Accountants, Clerk Grade I, Clerk Grade II working in Construction Accounts Office, Kashmere Gate, Delhi dealing with the contractor bills for more than 3 years on 1st January, 1974; and

(c) what steps have been taken to replace the dealing staff who has been working in the Construction Accounts Office for more than 3 years, to root out corruption?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI). (a) 28 Bills.

(b) Accountant	Nil.
Clerk Grade I	3
Clerk Grade II	4

(c) The staff dealing with the Contractors bills are normally replaced by rotation duly keeping in view that there is no dis-location of work.

Final Payment to Subheads of Northern Railway Accounts Department for Delhi Area due to Revised Pay-Scales

6851. SHRI PANNA LAL BARUPAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether final payment on account of Revised Pay Scales has not been made to the Sub-Heads of the Northern Railway Accounts Department of Delhi Area so far; and

(b) if not, what steps have been taken by the Administration to expedite their dues and the target date by which payment will be made to them?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). No. The question of allotment of revised scales of pay for Sub-Heads is under consideration. When their pay scales are notified, the staff will get three months' time to exercise their option to come over to the revised scales of pay. On receipt of their options, the pay will be fixed in the revised scales of pay and arrear bils drawn. No target date for the payment of arrears can be fixed at this stage.

Formulation of a New Policy on Oil

6852. SHRI C. K. JAFFER SHARIEF: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government has formulated any fresh policy in view of the high increase in the prices of crude oil by the Persian Gulf countries; and

(b) the steps taken by Government to maintain the production level in the industrial belt in both the public and private sectors?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) Government have set up a Fuel Policy Committee under the Chairmanship of Shri S. Chakravarty Member, Planning Commission which is expected to submit its report shortly. This report should cover the entire gamut of energy sources, including oil. The policy in this regard will be determined after Government have received and considered this report

(b) Government have taken a number of interim measures which include, *inter-alia*, the following:—

(i) Maximum possible curbs on non-essential consumption of oil products are being imposed;

(ii) every effort is being made to maintain the supplies to the essential sectors of the economy;

(iii) bi-lateral contacts have been established with the oil producing countries in an effort to soften the consequences of the steep increase in prices of crude oil,

(iv) intensified efforts are being made to explore and develop crude oil production in the country both on land and offshore; and

(v) a co-ordinated plan is being drawn up to develop alternative sources of energy.

Display of Posters at Petrol Pumps to Check Adulteration

6853. SHRI RANA BAHADUR SINGH. Will the Minister of PETROLEUM AND CHEMICALS be pleased to state.

(a) whether Government had decided that posters with simple text should be displayed at the oil companies' retail outlets with a view to helping the consumer to detect adulteration;

(b) whether various petrol dealer associations have resented such a move and have advised their members to refrain from displaying such posters; and

(c) if so, further steps taken by Government regarding the implementation of the scheme?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) Yes, Sir.

(b) Petrol Dealers' Association of Madras and Bombay have sent representations against displaying posters.

(c) The posters are being displayed at the service stations by a large number of dealers in the country. It is being clarified through the oil companies, to the dealers who have represented, that the displaying of posters is not intended to prejudice their interests but to inform the motorists of possible adulteration of Motor Spirit (Petrol) with kerosene.

Setting up of New Lines in Uttar Pradesh

6854. SHRI SARJOO PANDEY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to lay new railway lines in Uttar Pradesh;

(b) if so, the salient features thereof;

(c) whether there is also a proposal to electrify the existing lines in Uttar Pradesh; and

(d) if so, the salient features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). The following new railway lines/restorations have been undertaken for construction, falling partly or wholly in Uttar Pradesh:—

(1) Construction of a broad gauge line in the area previously served by Shahdara-Saharanpur Light Railway. The length of the new proposed BG rail link would be 161 KMs and the estimated cost is Rs. 17.42 crores (approx.). The State Government have agreed to share 50 per cent of the construction cost.

(2) Construction of broad gauge links to Ramnagar and Kathgodam from Moradabad and Rampur. (Cost Rs. 15.00 crores).

(3) Restoration of the dismantled line from Dalmau to Daryapur. [Length-26 kms. (BG), cost Rs. 1.48 crores].

(4) Restoration of the dismantled line from Chhitauni to Bagaha. (Length-28.41 Kms., cost Rs. 6.74 crores).

(c) and (d). The electrification of Tundla-Delhi section, at a cost of Rs. 22.19 crores, is presently in progress. This is a double line section of 259 route Kms., on Howrah-Delhi Trunk route. Major portion of the Tundla-Delhi section lies in the U.P State.

चौथी योजना में हरिजन बस्तियों का विद्युतीकरण

6856. श्री ओंकार लाल बेरवा क्या **सिंचाई और विद्युत्** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या चौथी पंचवर्षीय योजना में 20,000 हरिजन बस्तियों में बिजली देने के लिए 5 करोड़ रुपये की योजना बनाई गई थी , और

(ख) यदि हां, तो इस योजना के अन्तर्गत कितनी हरिजन बस्तियों में बिजली लगाई गई और किन-किन राज्यों में ?

सिंचाई और विद्युत् मंत्रालय में उप-मंत्री (श्री सिद्धेश्वर प्रसाद) : (क) 1971 में एक स्कीम चालू की गई थी जिसमें पहले से विद्युतीकृत गांवों की सहवर्ती हरिजन बस्तियों के विद्युतीकरण के लिए राज्य बिजली बोर्डों को रियायती ऋण सहायता देने की व्यवस्था थी । ऐसी 20,000 हरिजन बस्तियों को इसके अन्तर्गत लाने के लिए चौथी योजना में 5 करोड़ रुपये के परिव्यय का प्रावधान किया गया था ।

(ख) उपर्युक्त कार्यक्रम के अन्तर्गत हरिजन बस्तियों के विद्युतीकरण हेतु स्कीम

का निर्माण और कार्यान्वयन राज्य सरकारों/ राज्य बिजली बोर्डों द्वारा किया जाता है। ग्राम विद्युतीकरण निगम द्वारा विहित निर्देशनों के अनुसार ऋण सहायता दी जाती है। राज्य बिजली बोर्डों द्वारा प्रायोजित स्कीमों के आधार पर 8617 हरिजन बस्तियों की गलियों में 49,523 बस्तियों की व्यवस्था करने के लिए निगम ने 31–3–74 तक 367.305 लाख रुपये की ऋण स्वीकृत की है। निगम द्वारा स्वीकृत स्कीमें क्रियान्वयन की विभिन्न अवस्थाओं में हैं। 1,816 हरिजन बस्तियों के विद्युतीकृत होने की सूचना मिली है। निगम द्वारा स्वीकृत स्कीमों का राज्य-वार ब्यौरा और अब तक की उपलब्धि सलग्न विवरण में दी गई है।

विवरण

पहले से विद्युतीकृत गावों के सहवर्ती हरिजन बस्तियों के विद्युतीकरण के सबंध में स्वीकृत स्कीमों तथा उन में हुई प्रगति का ब्यौरा।

क्र० स०	राज्य का नाम	31–3–74 तक स्कीमों की संख्या	हरिजन बस्तियों की संख्या	स्ट्रीट लाइटों की संख्या	स्वीकृत ऋण राशि (लाख रूपये)	विद्युतीकृत हरिजन बस्तियों की संख्या (16–3–1974 को)
1	आंध्र प्रदेश .	19	966	4878	34.090	48
2.	बिहार	1	207	1474	11.948	..
3	गुजरात .	3	513	3021	15 736	92
4.	हरियाणा .	6	673	3611	33.584	..
5.	केरल .	4	61	520	4.254	.
6	मध्य प्रदेश	7	1248	8759	50.088	135
7.	महाराष्ट्र .	10	2119	12,699	88.774	682
8.	कर्नाटक .	5	406	1638	19 017	158
9	उड़ीसा .	4	475	1653	19.824	35
10.	पंजाब .	4	394	2491	26.767	51
11.	राजस्थान .	1	141	1245	9 298	136
12.	तमिलनाडु .	4	477	2730	19.819	383
13.	उत्तर प्रदेश	4	514	3969	27.836	76
14.	पश्चिम बंगाल	3	123	836	6.270	20
	कुल	75	8617	49,523	367 305	1816

छः वर्ष पुराने रिफ्रेशमेंट कन्ट्रेक्टरों तथा चाय के स्टाल वालों को बदलने की योजना का स्थगित किया जाना

6857. **श्री ओंकार लाल बैरवा :** क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) क्या रेलवे ने 6 वर्ष पुराने रिफ्रेशमेंट कन्ट्रेक्टरों तथा चाय-स्टाल वालों को बदलने की योजना बनायी थी वह स्थगित कर दी गई ,

(ख) यदि हां, तो इसके क्या कारण है, और

(ग) यह कब तक के लिए स्थगित की गई हैं ?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफ़ी कुरेशी) . (क) योजनालयों/खोमचों के जो ठेकेदार पिछले छ वर्षों से काम कर रहे है, उन्हें बदलने की कोई योजना नही है । किन्तु भोजनालयों/खोमचों के जो ठेके लगातार छ वर्षों से अधिक समय से चल रहे हैं, उन से नये आवेदन पत्र मागने की एक योजना है । इस योजना के अधीन वर्तमान ठेकेदार को भी आवेदन पत्र देने का हक है और यदि चयन समिति उसे सभी आवेदको से अधिक उपयुक्त पाती है तो उसे ठेका दिये जाने पर कोई प्रतिबन्ध नही है । इस प्रणाली को स्थगित नही किया गया ।

(ख) और (ग). प्रश्न नही उठता ।

Introduction of Trains during the ensuing Summer Season

6858. SHRI NAWAL KISHORE SHARMA:
SHRI S. N. MISRA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Western Railways have decided to run more trains during the ensuing summer season;

(b) if so, the number and particulars of such trains to be introduced and the destinations thereof, and

(c) whether some more bogies would also be attached to the regular trains to meet the load of traffic, and if so, the number of such trains to be run on metre-gauge lines from Delhi to Ahmedabad?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI): (a) to (c) It is proposed to run the following special trains for clearance of extra rush of traffic during the summer of 1974, on the Western Railway.--

BROAD GAUGE

Bombay-Central—Jammu Tawi	7 each way
Bombay Central—New Delhi	2 each way
Bombay Central—Gandhidham	7 each way
Bombay Central—Viramgam	31 each way
Ahmedabad—Howrah	2 each way

METRE GAUGE

Ahmedabad—Ajmer	2 each way
Ahmedabad—Abu Road	29 each way
Viramgam—Rajkot	31 each way

In addition it is proposed to augment the loads of existing trains on various routes to the extent justified and operationally feasible. On the Delhi-Ahmedabad Metre Gauge line, in addition to the special trains proposed to be run between Ahmedabad and Ajmer /Abu Road, the loads of 3 Up/4 Dn Ahmedabad-Delhi Express is being augmented by an additional coach.

New Variety of Second Class on Indian Railways

6859. SHRI NAWAL KISHORE SHARMA Will the Minister of RAILWAYS be pleased to state:

(a) whether in place of old second class compartments a new variety of

second class compartments have been introduced; and

(b) the extent to which the newly created second class compartments would prove economical than the present ones and would meet the load of the traffic on Railways?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI): (a) Yes. With effect from 1-4-1974 the earlier third class of accommodation in the trains has been renamed as second class.

(b) The compartments of the old second class were converted into third class which is now renamed as second class. This has resulted in increase in the marked carrying capacity of the second class compartments by about 25 per cent. Considering the better utilisation of this class of travel and increase in the carrying capacity by about 25 per cent the revenue earning capacity of these coaches is not likely to be appreciably different, even though the old second class fares were higher. The new second class is also more economical to maintain

Doubling of main Broad-gauge line between Delhi and Bombay

6860. SHRI NAWAL KISHORE SHARMA Will the Minister of RAILWAYS be pleased to state

(a) whether the work for doubling the main broad-gauge line between Delhi and Bombay has been taken up,

(b) if so, when the remaining track between Ramganj Mandi is expected to be completed and the amount to be spent on the same,

(c) whether some branch lines connecting main junctions on Delhi-Bombay Broad-gauge with the junctions on the metre gauge lines would also be doubled; and

(d) if so, the salient features thereof together with the broad outlines of doubling Jaipur-Sawai Madhopur metre-gauge line connecting Jaipur and Swai Madhopur?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b) On the Delhi-Bombay (Western Railway) line, double line to the extent of 1030 km is already available. Doubling of about 352 km is in progress and expected to be completed in stages by 1977-78 subject to the availability of the requisite funds and materials. An amount of Rs. 30 46 crores is expected to be spent on this doubling

(c) No

(d) Does not arise

Producing oil from Coal by Engineers India Limited

6861 SHRI NAWAL KISHORE SHARMA Will the Minister of PETROLEUM AND CHEMICALS be pleased to state

(a) whether Engineers India Limited, a public sector undertaking is engaged in producing oil from coal in India;

(b) whether there is a proposal under the consideration of Government to set up a plant for the purpose,

(c) if so, the location of the plant and the expenditure to be incurred thereon and the time by which it is expected to produce oil;

(d) the extent to which the oil so produced would meet the domestic requirements and would be cheaper than the imported oil, and

(e) the foreign exchange likely to be saved?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) to (e). Engineers India Limited are not engaged at present in setting up a plant for producing oil from coal. To examine the possibilities of establishing a plant to produce

one million tonnes of oil products from coal, a Committee consisting of representatives from Engineers India Limited, Central Fuel Research Institute and Regional Research Laboratory, Hyderabad has been constituted. This Committee is now exploring the availability of proven technologies for this purpose. It is premature, at this stage, to indicate the location, estimated capital and operating costs or the quantum of foreign exchange savings from a commercial plant for conversion of coal to oil.

Construction of Overbridge at Maihar Railway Station (Madhya Pradesh)

6862. SHRI NARENDRA SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether a proposal for construction of an over bridge at Maihar Railway station in Madhya Pradesh is under the consideration of Government,

(b) if so, whether Government propose to undertake the construction work during the financial year 1974-75; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) to (c). It is presumed, the reference is to provision of a foot-over-bridge to connect the two platforms at Maihar Station between Katni and Satna Stations on Central Railway. If so, the position is as under:—

Foot over bridges to connect one platform with another for the use of passengers are provided on programmed basis and subject to availability of funds after taking into consideration the traffic offering and facility of operation. So far it has not been possible to provide the foot-over-bridge at Maihar station due to paucity of funds for such works.

Reports of Investigation into the Monopoly and Restrictive Trade Practices of Foreign Firms

6863. SHRI JYOTIRMOY BOSU: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to refer to the reply given to Unstarred Question No 886 on the 26th February, 1974 regarding Foreign Companies charged with the Monopolies and Restrictive Trade Practices and state:

(a) what action, if any, has been or is being taken on the report submitted by Inspectors in respect of Cadbury-Fry Limited; and

(b) when the reports of investigation in respect of all other companies are expected to be submitted?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA): (a) The action taken on the report submitted by the Inspectors in respect of the Cadbury Fry (India) Private Ltd was given to the House in reply to Unstarred Question No. 5401 on the 2nd April, 1974

(b) As already reiterated in reply to Unstarred Question No. 5400 on the 2nd April, 1974, what the Commission had stated in paragraph 5 of Chapter IV of the Annual Administrative Report on the Working of the MRTP Commission for the year ended 31st December, 1972 namely that, the Commission has undertaken some research studies to locate existence of restrictive trade practices in different fields as indicated in the said Chapter. The Commission has, however, pointed out that these studies are quite time consuming and it would not be in the interest of investigation to disclosed details about such studies till sufficient material has been collected and the Commission takes a decision to institute formal proceedings.

Government have made a reference on the 28th March, 1974 to the MRTP Commission under sub-Section (1) of

Section 31 of the MRTP Act, 1969, the case of the Colgate Palmolive (India) Private Limited for inquiry and report, as it appears to the Government that the Company is indulging among others, in certain trade practices such as—

(i) Earning a very high gross profit rate on sales around 31 per cent a gross profit rate of 42 per cent to 44 per cent on cost of sales as against a reasonable return of 5 per cent on cost of sales,

(ii) earning exorbitant rate of profit at the rate of nearly 118 per cent in 1970 and over 158 per cent in 1971 on capital employed,

(iii) earning unreasonable net profits, after paying taxes of over 50 per cent in 1970 and 46 per cent in 1971 on the average capital employed by the company to the detriment of the consumer

(iv) reaping profits without making any large investments in India as fixed block in buildings etc, and in not incurrig substantial expenditure on research and development in India with a view to produce consumer items of better quality at cheaper rate for the benefit of the consumers, and

(v) selling not only what the company produces, but also a few products which it gets manufactured in other units and allowing such products to be sold under its own brand name—while these products are manufactured for Colgate by outside agencies with indigenous raw materials and know-how, the Company reaps unreasonable profits to the detriment of the consumer and the smaller units who produced such products, which may be considered as monopolistic trade practices as a result of which the cost relating to the production, supply and distribution of the products manufactured by the Company has unreasonably been increased

Anti-Social Elements on Sealdah-Diamond Harbour-Lakshmikantapur Line (Sealdah Division)

6864 SHRI JYOTIRMOY BOSU Will the Minister of RAILWAYS be pleased to state

(a) whether his attention has been drawn to the fact that anti-social elements are very active on the Sealdah Diamond Harbour-Lakshmikantapur line of the Sealdah Division of Eastern Railway,

(b) whether these anti-social elements enter the railway compartments and snatch away money bags from the passengers in the broad day light, and

(c) if so, what steps are being taken to put a stop to such anti-social activities and restore confidence in passengers?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI) (a) and (b) Some cases of robbery/dacoity involving passengers' property have occurred during the day time in this section This problem is already engaging the attention of Government of West Bengal, and as a result of the measures taken by them, the incidence of such cases in this area has come down from 41 in 1972 to 26 in 1973.

(c) In addition to the conventional methods of crime control, the State Police authorities, who are closely watching the situation, have taken the following special steps to prevent such occurrence in the area —

1 Notorious criminals are being detained under the Maintenance of Internal Security Act.

2 To the extent possible, night passenger trains are provided with Police escorts

3. Investigations into important cases of heinous crime are controlled by the State CID.

4. The special Railway Intelligence Cell staff collect intelligence about the movement and activities of criminals and make efforts to round them UP.

Shortage of power supply faced by States

6865. SHRI JYOTIRMOY BOSU: Will the Minister of IRRIGATION AND POWER be pleased to refer to the reply given to Unstarred Question No. 55 on the 19th February, 1974 regarding shortage of power supply faced by States and state:

(a) the total deficit of power faced by such State, month-wise from August, 1973 to December, 1973; and

(b) whether power shortage continues unabated in spite of repeated assurances by Government to tackle the issue on a war footing?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) The requisite information is given in the statement attached.

(b) Power shortage continues to persist in many of the States, as the availability has not kept pace with the demand despite a number of steps taken to relieve this situation including maximisation of generation from thermal stations and inter-State power exchange. The shortages can be eliminated only through commissioning of additional generating capacity. This takes time but is being accelerated as much as possible.

Statement

State	Power shortage experienced during August —December, 1973 (in million units)				
	August	September	October	November	December
Northern Region					
Haryana	3·10	3·00	..	51·00	37·82
Punjab	..	9·90	..	16·20	63·24
Uttar Pradesh	155·00	180·00	186·00	210·00	120·91
Southern Region					
Andhra Pradesh	46·50	36 00	31·00	14·10	2·48
Karnataka	31·00	41·18	62·00	66·00	66 96
Tamil Nadu	..	79 80	62·00	101 10	50·14
Eastern Region					
West Bengal	25·42	37·50	38·75	29·10	88·35
D.V.C.	13·95	..	30·69	..	16·43

Memorandum from All India Alembic Employees Federation

6866 SHRI JYOTIRMOY BOSU Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state.

(a) whether he has received a memorandum dated the 6th September, 1973 from the All India Alembic Employees Federation, Somani Bhaban, Station Road Jaipur-6, containing certain allegations of oppression, mismanagement and anti-labour practices against the Alembic groups of companies,

(b) if so, the gist of the contents thereof, and

(c) the action taken thereon, if any?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA) (a) A memorandum dated the 8th December, 1973 was received from the All India Alembic Employees Federation;

(b) The Federation has alleged *inter-alia*, that by virtue of their control over Alembic Chemical Works Co Ltd and Alembic Glass Industries Ltd Shri Ramanbhai and his family relatives have been (i) floating subsidiaries (ii) diverting the funds of these two companies to other companies in which they are interested,

(iii) making purchases of raw materials through the firms of relatives at excessive prices without calling for tenders, and (iv) diverting raw materials, plant and industrial licence to new floatations

(c) On the basis of some complaints received in 1970, inspection of the books of account of Alembic Chemical Works Co Ltd and Alembic Glass Industries Ltd was undertaken under section 209(4) of the Companies Act, 1956 Some of the points now agitated by the Federation were looked into during the course of inspection Such of those points now made by the Federation as were not covered during the course of the said inspection, will be further looked into

The Federation has already sent a representation dated 1-9-1973 to the Hon'ble Minister of Labour Employment and Rehabilitation in regard to anti-labour practices allegedly indulged by the Alembic Chemical Works Co Ltd

An extract of the relevant points dealing with the alleged anti-labour practices set out in the Federation's memorandum dated 8th December 1973, is also being sent to the Ministry of Labour

Mass Sick Report movement by All India Switchman and Leverman Association, Dhanbad Division (Eastern Railway)

6867 SHRI RAMAVATAR SHASTRI Will the Minister of RAILWAYS be pleased to state

(a) whether there was mass Sick Report movement by All India Switchman and Leverman Association Dhanbad division, Eastern Railway from 1st December, 1973 to 8th December 1973 due to refusal of Divisional Authority, Dhanbad to talk with the representatives of the Association regarding their demands,

(b) if so, the policy of Government regarding the Association/Council of majority of Railwaymen;

(c) total number of Switchmen and Levermen in Dhanbad division and the number of participants in this movement; and

(d) action taken on the respective demand and expenses incurred during this movement for deploying Territorial Army, deputing staff from other divisions and rewards to the loyal workers?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). The Switchmen and Levermen of Dhanbad Division submitted a memorandum to the Divisional Superintendent, Dhanbad in September, 1973. They were given an interview by the Divisional Officers on 26-10-1973. While action on their demands was being processed, the staff threatened to paralyse railway working from 1-12-1973. They were informed on 29-11-1973 to come to Divisional Office for a talk. Unfortunately, they did not turn up and instead resorted to reporting sick-en-mass from 1-12-1973.

Representations coming from any source including unrecognised unions are given due consideration and action as deemed fit is taken.

(c) and (d). Information is being collected and will be laid on the Table of the Sabha soon.

High Schools/Middle Schools/Primary Schools and Austerity Type Primary Schools on Indian Railways

6868. SHRI RAMAVATAR SHASTRI: Will the Minister of RAILWAYS be pleased to state:

(a) how many High Schools, Middle Schools, Primary Schools and Austerity Type Schools are functioning on Indian Railways; and

(b) the particulars of these schools indicating. State-wise zones-wise location thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) 54 High/Higher Secondary, 33 Middle, 116 Traditional Primary and 545 Austerity Type Primary Schools were functioning on the Indian Railways as on 31-3-1973.

(b) The particulars of Railway schools are as under:

Railway	Number of Railway Schools			
	High/ Higher Secondary Schools	Middle Schools	Primary Schools: Traditional	Primary Schools: Austerity Type
Central	1	1	10	38
Eastern	6	7	12	109
Northern	2	NIL	4	95
North Eastern	3	NIL	3	49
Northeast Frontier	7	NIL	2	40
Southern	5	5	11	22
South Eastern	14	9	25	94
South Central	6	10	5	26
Western	5	1	26	72
Chittaranjan Locomotive Works	4	NIL	14	NIL
Diesel Locomotive Works	1	NIL	4	NIL

NOTE.—The information is maintained Railway-wise and not State-wise, and the collection of information State-wise will involve too much time and labour.

मोतिहारी स्टेशन (पूर्वोत्तर रेलवे) पर अण्डरग्राउण्ड / ओवर ग्राउण्ड पुल के बारे में दिया गया आश्वासन

6869. **श्री विभूति मिश्र** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उन्होंने अपने रेलवे बजट पर भाषण के दौरान यह आश्वासन दिया था कि पूर्वोत्तर रेलवे पर मोतिहारी स्टेशन पर या तो एक अण्डरग्राउड पुल अथवा एक ओवर ग्राउंड पुल का निर्माण किया जायेगा ; और

(ख) यदि हां, तो निर्माण कार्य कब तक आरम्भ हो जायेगा ?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफ़ी कुरेशी) : (क) और (ख). जी हां ; वर्तमान प्रक्रिया के अनुसार मौजूदा व्यस्त समपारों के बदले ऊपरी / निचले सड़क पुलों के निर्माण के प्रस्ताव राज्य सरकार/सड़क प्राधिकारी द्वारा प्रायोजित किये जाते हैं साथ उन्हें लागत के अपने हिस्से को वहन करने का वचन भी देना होता है। बिहार सरकार दो ऊपरी सड़क पुलों के निर्माण का प्रस्ताव पहले ही कर चुकी है, एक वर्तमान समपार सं० 159 के बदले मोतीहारी स्टेशन के दोनों ओर मोतीहारी कोर्ट और मोतीहारी के बीच तथा सं० 163 पर मोतीहारी और सेमरा स्टेशनों के बीच। पूर्वोत्तर रेल प्रशासन ने इन दोनों निर्माण-कार्यों के अनुमानों को स्वीकारार्थ राज्य के सार्वजनिक निर्माण विभाग को भेज दिया है। रेलों द्वारा आगे कार्रवाई तभी की जा सकती है जब राज्य सरकार द्वारा अनुमान स्वीकार कर लिये जायें यह सूचित किया जाये कि राज्य सरकार लागत के अपने हिस्से की रकम का नियतन किस वर्ष करेगी साथ ही यह भी कि पहुंचमार्गों के निर्माण के अपने हिस्से का काम कब शुरू करेगी।

जहां तक मोतीहारी स्टेशन पर एक सीधा ऊपरी पैदल पुल बनाने का सम्बन्ध है, सामान्य जनता को यार्ड के एक ओर से दूसरी ओर जाने के लिए अपेक्षित अतिरिक्त सुविधा की लागत, वर्तमान नियमों के अनुसार, स्थानीय सिविल प्राधिकारी को वहन करनी होती है। रेलवे को अभी तक ऐसा कोई प्रस्ताव नहीं मिला है।

बिजली का उत्पादन बराबर करने तथा बिजली शुल्क की दर समान करने की योजना

6870. **श्री विभूति मिश्र** : क्या **सिंचाई और विद्युत्** मंत्री यह बताने की कृपा करेंगे कि क्या सरकार यह सुनिश्चित करने के लिए कोई योजना बना रही है कि देश के विभिन्न भागों में बिजली का उत्पादन बराबर हो जाये और चार्ज भी एक समान हो ?

सिंचाई और विद्युत् मंत्रालय में उपमंत्री (श्री सिद्धेश्वर प्रसाद) : जी नहीं

विभिन्न राज्यों को पेट्रोल और मिट्टी के तेल की सप्लाई

6871. **श्री विभूति मिश्र** : क्या **पेट्रोलियम और रसायन** मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष 1973 और 23 मार्च, 1974 में, अलग अलग केन्द्रीय सरकार द्वारा विभिन्न राज्यों को अलग-अलग कितना पेट्रोल और मिटटी का तेल सप्लाई किया गया ;

(ख) क्या सरकार ने विभिन्न राज्यों द्वारा इनका आम जनता को बेचने के लिए कोई मूल्य निर्धारित किया है ;

(ग) यदि हां, तो तत्सम्बन्धी मुख्य बातें क्या हैं ; और

(घ) निर्धारित मूल्य पर बिक्री कहां तक लागू का गई है ?

पेट्रोलियम और रसायन मंत्रालय में राज्य मंत्री (श्री शाहनवाज खां) :

(क) 1973 के दौरान विभिन्न राज्यो को मिट्टी के तेल का वास्तविक मोसम तथा जनवरी, मार्च, 1974 के दौरान किये गए आवंटन की सूचना वाला विवरण सभा पटल पर रख दिया गया है [ग्रन्थालय में रखा गया/ देखिये संख्या एल—टी 6714/74] है। मोटर स्पिरिट (पेट्रोल) की सप्लाई के राज्य वार आकड़े नही रखे गये हैं।

(ख) से (घ). सरकार समय समय पर तेल कम्पनियो के भंडार/शोधनशाला केन्द्रो पर प्रचुर शोधित पेट्रोलियम उत्पाद के मूल, अधिकतम विक्रय मूल्य, (मोटर स्पिरिट तथा मिट्टी का तेल सहित) निश्चित करती है। रेल सड़क भाडा, डीलर/एजेंट कमीशन विक्रय कर, स्थानीय चुंगी उगाही आदि को ध्यान मे रखते हुए तेल कम्पनिया निर्धारित मानको के अनुसार फुटकर बिक्री मूल्य नियत करती है। राज्य सरकारें/संघ राजकीय प्रशासन आवश्यक वस्तु अधियिनम, 1955 के अधीन मिटटी का तेल (अधिकत्तम मूल्यो का नियतन) आदेश 1970 अन्तर्गत साविधिक रूप मे मिटटी के तेल के मूल्य को निश्चित करती तथा लागू करती है पेट्रोल के फुटकर विक्रय मूल्यो पर कोई सांविधिक नियत्रण नही है। आवश्यक वस्तु अधिनियम के अन्तर्गत राज्य सरकारे मिटटी के तेल पर अधिक मूल्य लिये जाने के मामलो पर कार्यवाही करती है। नियत मूल्यो पर बिक्री की सीमा के सम्बन्ध में कोई सूचना नही रखी गई है।

Assistance to Bengal for Irrigation during last three years

6872. SHRI S. N. SINGH DEO: Will the Minister of IRRIGATION AND POWER be pleased to state·

(a) the total financial assistance given to the State of West Bengal for irrigation during the last three years, year-wise and scheme-wise; and

(b) the names of the schemes which have not utilised the full amount sanctioned so far?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) and (b). Central financial assistance to the States in the Fourth Plan was provided in the form of block loans and grants as a whole and it was not relateable to any particular project or head of development

Generating Units lying idle in UP with State Electricity Board

6873. SHRI E. V. VIKHE PATIL:
PROF. MADHU DANDAVATE:

Will the Minister of IRRIGATION AND POWER be pleased to state.

(a) whether Government are aware that 56 generating units in Uttar Pradesh are lying idle with the State Electricity Board;

(b) if so, the reasons therefor; and

(c) the steps Government propose to take to put these units to effective use?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) to (c). It is understood from the Uttar Pradesh State Electricity Board that they had 56 old and obsolete small generating units comprising of one 300 kw steam turbo generating set and 55 small diesel generating sets which were not being utilised by the Board. The Uttar Pradesh State Electricity Board considers that these sets cannot be kept in repair and operated economically any more. The State Electricity Board is, therefore, disposing of these sets with the approval of the State Government. Five of these sets have already been sold.

Taking up of generation and distribution of Power under Central control

6874. SHRI S. N. MISRA:
SHRI BIRENDER SINGH RAO:

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether there is any proposal under consideration of Government to take up generation and distribution of power under the Central Control;

(b) if so, the reasons therefor; and

(c) the States which have favoured and opposed this proposal?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) The Government of India are actively considering rationalisation and re-organisation of the Electricity Supply Industry in the country. This envisages the Central role in establishing generating stations as basically supplemental to the efforts of the State Governments. The distribution of power would continue to be under the State Governments.

(b) Supplemental Central generation will assist greatly in integrated operation of power systems in mitigating power shortages in more needy States and building up economical large scale power generation facilities.

(c) The States are being consulted in the matter.

Damage to Hardua-ganj Thermal Power Station

6875. SHRI DHAMANKAR: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether he is aware that most of the faults and breakdowns in Hardua-ganj Thermal Power Station are due to deliberate carelessness and inefficient handling of the highly sophisticated machines;

(b) whether a team of highly qualified engineers from Delhi has been assessing the extent of damage caused to the Station; and

(c) if so, the main findings of their report and the action taken thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) In the opinion of the Consultants of the Ministry of Irrigation and Power, who have visited the Harduaganj Thermal Power Station in Uttar Pradesh. the faults and breakdowns in the Power Station cannot be attributed to deliberate carelessness and inefficient handling of the highly sophisticated machines.

(b) and (c). Senior Engineers of the Central Water and Power Commission visited the Power Station on the 15th March, 1974, consequent on a forced shut down. They have reported that the shut down was caused by inadvertant flooding of the Ash Pump House. Various measures for bringing the Power Station back into operation, including those suggested by the Central Water and Power Commission, have been promptly implemented.

Suggestions of O.P.P.I. on production of Drug Industry

6876. SHRI DHAMANKAR: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) what steps have been taken by Government to ensure that the pharmaceutical industry fulfil its compulsory export target keeping in view the streamlined licensing policy for starting new units and expansion of existing ones;

(b) whether the Organisation of Pharmaceutical Producers of India, have stressed the need for removal of constraints that impede production;

(c) if so, the reaction of Government to the suggestion of O.P.P.I.?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) The current Import Trade Control Policy provides for a compulsory export obligation of 5 per cent for the industry. This obligation will however not be applicable to small scale sector and other units which have not completed 5 years in production. For the units which export less than 5 per cent of their production a cut is imposed on their entitlement for imported raw materials required for the manufacture of products listed in Annexure to Appendix 10 of the Import Trade Control Policy Volume I for the year 1974-75. This cut will not apply to the raw materials requirements in respect of other end products in this industry. However, if a unit in this industry is unable to export at least 10 per cent of its production it will not be eligible to import its requirements from preferred sources of supply.

(b) and (c). Various organisations including O.P.P.I. have made suggestions for improving the performance of the industry. It is the constant endeavour of the Government within the framework of its industrial policy to remove constraints that impede production.

Inquiry into theft of Steel Pipes from Hindustan Organic Chemical's godown

6877. SHRI PRABODH CHANDRA:
SHRI R. S. PANDEY:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government had instituted an inquiry by the Central Bureau of Investigation into the theft of steel pipes from Hindustan Organic Chemical's godown;

(b) if so, the findings thereof; and

(c) the total loss incurred due to this theft?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) No, Sir.

(b) Does not arise.

(c) About Rs. 1.5 lakhs.

Supply of new Furnace Oil by Indian Oil Corporation for Power Generation

6878. SHRI PRABODH CHANDRA:
SHRI RAM PRAKASH:

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether new furnace oil supplied by Indian Oil Corporation has damaged power machinery and consequently hit power generation in some parts of the country;

(b) if so, the reasons therefor; and

(c) the remedial measures proposed?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) to (c). The thermal power stations had been using LDO/Furnace Oil as secondary fuel for start up and flame stabilisation. Furnace Oil used for this purpose had a viscosity of 500-600 Redwood seconds, Due to non-availability of Furnace Oil of the required viscostity. IOC have been supplying Furnace Oil of 1500 Redwood seconds viscosity. The use of this higher viscosity Furnace Oil requires some adjustments and additional handling facilities. However, no damage to power generating machinery on this account has been reported. This has also not affected power generation.

Cancellation of trains due to disturbances in Bihar in March, 1974

6879. SHRI R. V. SWAMINATHAN:
SHRI TARUN GOGOI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Eastern Railways cancelled several trains including the

13 Up Upper India Express in view of the disturbances in Bihar in March, 1974;

(b) if so, the time for which train services remained suspended;

(c) whether Government had decided to run the trains with Railway Police and Protection Force personnel but in vain;

(d) the number of trains attacked during the disturbances in Bihar; and

(e) when the normal train service was resumed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI): (a) and (b). In addition to certain branch line trains, 7 pairs of Mail/Express trains including 13 Up Upper India Express were cancelled on certain days from 19-3-1974 to 24-3-1974 on Eastern Railway due to disturbances in Bihar.

(c) No. Important services were maintained and safety ensured by running Patrol Specials with Railway Protection Force and by other security measures.

(d) 29 trains.

(e) From 26-3-1974.

Notices issued to the Hindustan Times and Times of India by Monopolies and Restrictive Trade Practices Commission

6880. SHRI R. V. SWAMINATHAN:
SHRI NIHAR LASKAR:

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Monopolies and Restrictive Trade Practices Commission have issued notices to the Hindustan Times for alleged restrictive trade practices;

(b) if so, whether earlier some other companies like Times of India were also served with such notices;

(c) if so, the salient features thereof; and

(d) the action taken in each case?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA): (a) and (b). A statement is laid on the Table of the House.

(b) No, Sir.

(c) Does not arise.

STATEMENT

The Monopolies and Restrictive Trade Practices Commission received two separate complaints from two of the readers of the 'Times of India' and 'Hindustan Times. It was mentioned in the complaint relating to the Times of India, Bombay' that its publishers M/s. Bennett Coleman & Company are indulging in what might be termed as 'clubbed sale' of their 'Times Weekly' along with their regular Saturday 'Times of India'. The purchaser of the regular Saturday Times of India has thus to pay an additional 12 paise for the Times Weekly.

Similar complaint was received from a reader from Delhi wherein it was stated that the readers of 'Hindustan Times' are also required, to pay for 'Sunday World Magazine' along with Sunday edition of 'Hindustan Times' even though the letter is priced separately at 12 paise.

On receipt of these two complaints, letters were issued to M/s. Bennett Coleman and Co. Ltd., Bombay and M/s. Hindustan Times Ltd., Delhi asking them to give their comments regarding the complaints received by the Commission. No notices as such were issued by the Commission to the two companies.

After receipt of the reply from the Times of India, its representatives met the Commission on 28th March,

1974, and admitted that the 'Times of India' and 'Times Weekly' were two separate papers and their sales could not be tied up. In their view, no reader was compelled to buy both.

However, they agreed to instruct their agents all over the country and the Association of Newspapers Hawkers in Bombay not to insist on the reader to buy both simultaneously. They also agreed to suggest to the agents to bill the customers separately for these two. It was also agreed that in the 'Times of India' and the 'Times Weekly' an announcement to this effect will also be made.

In pursuance of this agreement, M/s. Bennet Coleman and Company Ltd., have issued a circular to all its agents on 1st April, 1974.

The Company has also published in the Sunday issue of the Times of India, Bombay dated 7th April, 1974 and Tuesday issue of the 'Times of India', New Delhi dated 9th April, 1974 a declaration.

Whether any declarations have been made in the Ahmedabad issue of the Times of India and in Times Weekly Magazine is not yet known. If similar declarations have been made in these papers also, then no further action in this matter will be necessary from the Commission's side.

The comments of the Hindustan Times were received by the Commission on 29th March, 1974. The representatives of this paper are due to meet the Commission on 16th April, 1974.

Purchasing of drilling rigs by O and N.G.C.

6881. SHRI R. V. SWAMINATHAN:
SHRI TARUN GOGOI:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether O. & N. G. C. has approached the Rumania Government for buying drilling rigs; and

(b) whether any agreement has been reached; and

(c) if so, the main features thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a). Yes, Sir.

(b) and (c). Orders for purchase of 6th drilling and 3 workover rigs have been placed by the ONGC on Rumanian suppliers.

Constitution of Railway Zones and Headquarters of Railway Service Commission

6882. SHRI CHANDULAL CHANDRAKAR:

Will the Minister of RAILWAYS be pleased to state:

(a) the basis on which the Railway Zones were constituted and Headquarters of Railway Service Commissions fixed;

(b) names of Railway Zones and Railway Service Commissions and their Headquarters and the length of Railways they look after;

(c) rail kilometerage and Railway Service Commission in each Zone, separately;

(d) the length of South Eastern Railway in Madhya Pradesh; and

(e) the reasons why Madhya Pradesh has neither a Railway Zone nor a Railway Service Commission Headquarter?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) The Railway Zones were constituted on the basis of operational requirements and administrative efficiency. The Headquarters of Railway Service Commissions are fixed taking into consideration the Zonal Railways which they are required to cater for.

(b) and (c). The names of Zonal Railways and their Headquarters are given below:—

Name of the Railway Zone	Headquarters	Route Kilometrage
1. Central	Bombay	6,013
2. Eastern	Calcutta	4,299
3. Northern	New Delhi	10,687
4. North Eastern	Gorakhpur	4,977
5. Northeast Frontier	Maligaon/Gauhati	3,628
6. Southern	Madras	7,452
7. South Central	Secunderabad	6,175
8. South Eastern	Calcutta	6,842
9. Western	Bombay	10,147

The names of Railway Service Commissions, their Headquarters and the length of Railways the various Commissions look after are given below in Juxtaposition:—

Location of the Railway Service Commission	Railway and Route Kilometrage served	
1. Allahabad	Northern and Diesel Locomotive Works, Varanasi	10,687
2. Bombay	Central, Western and Sholapur Division of South Central Railway	16,971
3. Calcutta	Eastern, South Eastern and Chittaranjan Locomotive Works, Chittaranjan	11,141
4. Madras	Southern, South Central (excluding Sholapur Division) and Integral Coach Factory, Perambur (Madras)	12,816
5. Muzaffarpur	North Eastern	4,977

For the needs of the Northeast Frontier Railway, a Recruitment Committee on the lines of a Service Commission is functioning at present at Gauhati itself.

A separate Railway Service Commission for South Central Railway is proposed to be set up at Secunderabad during the current financial year.

(d) The length of South Eastern Railway in Madhya Pradesh is 1,993 route kilomerage.

(e) Madhya Pradesh does not have a Railway Zone because Railway Zones are not formed on the basis of State boundaries but to meet the administrative and operational requirements. Similarly the Railway Service Commissions cannot be headquartered in each State. Besides, the Railway Service Commissions conduct written tests and interviews at all important centres from where candidates apply and not only at the Headquarters of the Commission.

Representation to students and teachers in Divisional, Zonal and National Railway Users' Committees

6883. PROF. NARAIN CHAND PARASHAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to give representation to the students and the teachers of the Universities and the Colleges in the Divisional, Zonal and National Railway Users' Committees; and

(b) if so, when a decision in this regard would be taken?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). Nomination of non-official members on the Railway Users' Consultative Committees/Council is based on the principle of securing as wide a representation as practicable of the various identifiable groups of rail users, *viz.* Chambers of Commerce, Trade Associations, Industries, Agricultural Associations, Passenger Associations, State Governments, State Legislatures and Members of Parliament. Such other interests as are not covered under these specific provisions are nominated under "Special Interests" representing different shades of public opinion including educational institutions. There is no proposal to give specific representation to the Students and Teachers on Railway Users' Consultative Committees/Council.

Alternate Alignment for Kangra Valley Railway between Jwali and Guler Stations

6884. PROF. NARAIN CHAND PARASHAR: Will the Minister of RAILWAYS be pleased to state.

(a) whether Railway authorities have been requested to expedite the construction of alternate alignment for Kangra Valley Railway between Jwali and Guler Railway Stations; and

(b) if so, the likely date by which the new alignment would be completed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) 30th June, 1975

Sanction of Hydel and Power Projects for Punjab and Haryana in Fifth Plan

6885. PROF. NARAIN CHAND PARASHAR. Will the Minister of IRRIGATION AND POWER be pleased to state.

(a) the names of the Hydel and other Power Projects which have been sanctioned or are under consideration of Government for inclusion in the 5th Five-Year Plan in the States of J & K, Himachal Pradesh, Punjab and Haryana; and

(b) the estimated cost of each one of these projects and the likely schedules of their completion?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD). (a) and (b). A statement giving the requisite information is laid on the Table of the House [*Placed in Library. See* No. LT-6715/74].

भारतीय रेलवे में हाई स्कूल/मिडिल स्कूल, प्राइमरी स्कूल और आस्टेरिटी टाइप प्राइमरी स्कूल

6886. श्री रामावतार शास्त्री : क्या रेल मंत्री यह बताने का कृपा करेंगे कि :

(क) भारताय रेलवे मे कितने हाई स्कूल, मिडिल स्कूल, प्राइमरी स्कूल और आस्टेरिटी टाइप स्कूल कार्य कर रहे हैं, और

(ख) इन स्कूलो के स्थापना स्थलो का राज्यवार/जोनवार ब्यौरा क्या है ?

रेल मंत्रालय में उपमंत्री (श्री मोहम्मद शफी कुरेशी) : (क) 31-3-1973 को भारतीय रेलों पर 54 उच्च/उच्चतर माध्यमिक, 33 मिडिल, 116 परम्परागत प्रारम्भिक एवं 545 कम खर्चीले प्रारम्भिक विद्यालय थे।

(ख) रेलवे विद्यालयो के विवरण निम्न प्रकार हैं —

रेलवे	रेलवे विद्यालययो की सख्या			
	उच्च/उच्चतर माध्यमिक विद्यालय	मिडिल	प्रारम्भिक विद्यालय	
			परम्परागत	कम खर्चीले
मध्य . . .	1	1	10	38
पूर्व .	6	7	12	109
उत्तर . .	2	कुछ नही	4	95
पूर्वोत्तर	3	"	3	49
पूर्वोत्तर सीमा	7	"	2	40
दक्षिण	5	5	11	22
दक्षिण पूर्व	14	9	25	94
दक्षिण मध्य	6	10	5	26
पश्चिम	5	1	26	72
चितरंजन रेल इंजन कारखाना	4	कुछ नहीं	14	कुछ नही
डीजल रेल इंजन कारखाना	1	"	4	"

नोट :—सूचना रेलवे-वार रखी जाती है राज्य-वार नहीं। राज्य-वार सूचना इकट्ठी करने में बहुत समय और श्रम लगेगा।

बिहार में राजगीर स्थान पर 6 मार्च, 1974 को हुई रेल दुर्घटना

6887. **श्री शंकर दयाल सिंह :** क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बिहार में राजगीर के स्थान पर 6 मार्च, 1974 को कोई रेल दुर्घटना हुई थी जिसमें 9 व्यक्तियों की मृत्यु हो गई थी ; और

(ख) यदि हां, तो दुर्घटना के कारण क्या थे और इस बारे में क्या कार्यवाही की गई है ;

रेल मंत्रालय में उप मंत्री (श्री मुहम्मद शफी कुरेशी) : (क) 5-3-1974 को पूर्व रेलवे के राजगीर और बिहारशरीफ स्टेशनों के बीच समपार फाटक सं० 63-ए पर एक खाली इंजन और एक मोटर ट्रक के बीच दुर्घटना हुई। इस दुर्घटना में ट्रक में यात्रा करने वाले 10 व्यक्ति मारे गये।

(ख) दुर्घटना के कारणों की जांच की जा रही है।

नई दिल्ली रेलवे स्टेशन पर कार के रखने के लिये एक रुपये का शुल्क लिया जाना

6888. **श्री शंकर दयाल सिंह :** क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) नई दिल्ली रेलवे स्टेशन पर कार के रखने के लिये एक रुपये का शुल्क लेने के क्या कारण है ; और

(ख) कार के रखने का शुल्क संबंधी यह नियम कब से लागू किया गया था और इससे रेलवे को अब तक कितनी आय हुई है ?

रेल मंत्रालय में उप मंत्री (श्री मुहम्मद शफी कुरेशी) : (क) पार्किंग शुल्क इसलिए लगाया जाता है कि स्टेशन परिसर में प्राइवेट वाहनों को अनधिकृत रूप से खड़ा करने के लिए प्रोत्साहन न मिले।

(ख) यह प्रणाली 1-7-1973 से लागू की गयी है। दो वर्ष की अवधि के लिए 1,51,000 रु० के मूल्य का ठेका दिया गया है।

Expenditure incurred on the inauguration of Western Kosi Canal in January, 1974

6889. SHRI BHOGENDRA JHA: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the Western Kosi Canal had been inaugurated by the Chief Minister of Bihar on the 30th January, 1974 at village Khojpur; and

(b) if so, the total expenditure incurred under different heads for this inauguration including the compensation paid for crops damaged due to the inaugural rally?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) Yes, Sir.

(b) The total expenditure incurred under different heads including crop compensation is Rs. 68,012 only.

Erosion threat to National Highway Nos. 21 and 31

6890. SHRI BHOGENDRA JHA: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether National Highway Nos. 21 and 31 are in danger of being eroded by river Ganga near Mansi Junction on the North Eastern Railway remaining only at a distance of some yards from the point of erosion;

(b) whether the flood protection Committee set up by the Government of Bihar has sent S.O.S. to the Union Government to take immediate steps to save the Highways and the railway junction from getting eroded during the coming rainy season; and

(c) if so, Government's reaction thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) to (c). The Bihar Government constituted a Technical Committee in October, 1973 to study the problem of erosion by the Ganga near Mansi and recommend remedial measures. The Committee, in their report submitted to the State Government in December, 1973 have stated that the minimum distance of the main channel of the Ganga from the National Highway No. 31 is about 125 meters and have recommended the immediate implementation of protection measures for the safety of the National Highway 31 and Highway bridge over the Burhi Gandak river, Railway line and the Khagaria town.

Based on the recommendations of the Technical Committee, the State Government of Bihar have prepared a scheme estimated to cost Rs. 3.52 crores for protection of the areas near Mansi from erosion by the Ganga This has been approved by the Technical Advisory Committee of the Ganga Flood Control Commission and is now being processed for approval of the Planing Commission

The National Highway Department have already completed a temporary diversion and land acquisition for permanent diversion for National Highway No. 31 in the reach affected by erosion . A retired, alignment away from the river, has also been completed by the Railways for the maintenance of vital communications in case of need.

There is no National Highway No. 21 near Mansi station.

Setting up of a Power Generating Plant in Bihar

6891. SHRI BHOGENDRA JHA: Will the Minister of IRRIGATION AND POWER be pleased to state.

(a) whether any power generating plant is proposed to be set up near Madhubani to feed the Districts of Madhubani, Sitamarhi and Darbhanga in Bihar; and

(b) if so, the main features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) No, Sir.

(b) Does not arise.

Inviting Soviet experts for oil exploration in India

6892. SHRI SAMAR GUHA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Soviet Experts have been invited recently for developing oil exploration and refinery works in India;

(b) if so, the specific objective of inviting such experts;

(c) names of the experts and facts about their qualification as specialists in this matter; and

(d) the terms and conditions of their services in India and the amenities and facilities that they will be provided in this country?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAJ KHAN): (a) Yes, Sir.

(b) The services of experts have been sought

(i) for assistance in carrying out scientific investigation work on estimation of the prospective reserves of oil and natural gas in various sedimentary basins of India and for drawing up plans for exploration work in those; basins; and

(ii) to study the utilisation of crude oil and its derivatives as refinery fuels; losses in the process of refining crude

oil at the Gauhati, Barauni and Koyali refineries of the Indian Oil Corporation.

(c) Of the total of 18 experts, 4 have so far arrived in India; their particulars are:

S. No.	Name and designation	Qualifications as specialists
1	Mr. V.P. Markevich, Consultant Geologist.	He is a doctor of geological and minerological science having an experience of 43 years in oil industry.
2	Mr. S.V. Kuznetsov, Consultant Geologist on estimation of prospective reserves of oil and natural gas.	He has an experience of 13 years in the field of oil industry.
3	Mr. L.I. Morozov, Consultant Hydrogeologist.	He is a highly qualified specialist in the field of oil geology and heyrdogeology with 16 years experience in Hydro-geology.
4	Mr. U.M. Lvovsky, Consultant Geologist in drawing up plans for exploration work.	He is a highly qualified specialist with 22 years experience in the field of oil industry.

Particulars of the remaining 11 experts who are yet to arrive in India have not yet been received from the Soviet authorities.

(d) Salary per month varying from Roubles 391 to 638 is payable to the Soviet experts in addition to free furnished residential accommodation, free to and fro passage, free medical facilities etc. The period of assignment of the various experts is to vary from 45 days to 2 years.

Conditions for the Reservation of Seats for Scheduled Castes and Scheduled Tribes in General Elections of 1976 and 1977

6893. SHRI SHANKERRAO SAVANT: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the conditions for the reservation of seats for Scheduled Castes and Scheduled Tribes for elections to the Lok Sabha and to the State Assemblies in the general elections of 1976 and 1977; and

(b) the particulars of seats in Maharashtra which are likely to be reserved and dereserved for these elections in view of these conditions?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE): (a) The provisions relating to the reservation of seats for Scheduled Castes and Scheduled Tribes in the Lok Sabha and State Legislative Assemblies are contained in Articles 330 and 332 of the Constitution and section 9(1)(c) and (d) of the Delimitation Act, 1972.

(b) The delimitation of parliamentary and assembly constituencies in the State of Maharashtra has not yet been determined by the Delimitation Commission and it is too early to say which of the constituencies in that State will be reserved for scheduled castes or scheduled tribes, for the general elections of 1976 and 1977.

Shortage of Cylinders for Cooking Gas

6894. SHRI SHANKERRAO SAVANT: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether there is shortage of cylinders used for storing cooking gas;

(b) if so, what is the extend of this shortage and the reasons therefor; and

(c) what steps are taken or are proposed to be taken to meet this shortage?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAH-NAWAZ KHAN): (a) There has been some shortage of cylinders for L.P. Gas due to the indigenous availability of steel for the purpose being less than the anticipations. Special quality steel has to be used for the manufacture of LPG cylinders.

(b) Availability of steel against the anticipated requirements during the last 2 years has been as under:—

Year	Anticipated requirements	Availability
1972	12,500 tonnes	9,722 tonnes
1973	12,500 tonnes	10,933 tonnes

(c) During 1973-74 an import of 5,000 tonnes steel was permited for manufacture of LPG cylinders. In 1974-75 also, it is proposed to import steel to meet the deficit from indigenous production.

Proposal to reor. .ise Railway Protection Force

6895. SHRI SHANKERRAO VASANT: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have any proposal under consideration to reorganise the Railway Protection Force so that it may become an effective instrument not only for protecting life and property of passengers and the Railways but also for detecting the crimes on Railways; and

(b) whether there are any objections in entrusting these duties to the R.P.F., and if so, the salient features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). The protection of life and property of the passengers is constitutionally the responsibility of the Government Railway Police which is a part of the State Police. There is no proposal under consideration to reorganise the Railway Protection Force for this purpose.

Railway Wagons and Coaches produced during 1971-72, 1972-73 and 1973-74

6896 SHRI SHANKERRAO SAVANT: Will the Minister of RAILWAYS be pleased to state:

(a) what was the production of Railway coaches and wagons during 1971-72, 1972-73 and 1973-74; and

(b) how many of these were exported and to which countries?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). The information is being collected and will be placed on the table of the House.

Proposal from Ministry of Mines on Dieselisation

6897. SHRI A. K. M. ISHAQUE: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways had received any proposal from the Ministry of Mines not to go in for Dieselisation;

(b) if so, the salient features of the proposal; and

(c) the reaction of the Railways in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) No.

(b) Does not arise.

(c) The Fuel Policy Committee had examined the pace of electrification

on Railways and had considered it reasonable viewed against the estimates of traffic density. However, the Committee desired that keeping in view the raising fuel demands, constraints like availability of traction equipment and power supply would have to be examined in depth and to the extent possible, electrification on trunk routes should be maximised. This recommendation has been accepted by the Government.

Diesel Engines at work and their production

6898. SHRI A. K M. ISHAQUE: Will the Minister of RAILWAYS be pleased to state:

(a) the number of diesel engines to the Railway stock during the last three years, yearwise; and

(b) the present production of Diesel Engines in the country?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) 395 diesels were added to the Indian Railways during the last three years, the details of which are as under:

Year	Broad Gauge	Metre Gauge	Narrow Gauge
1971-72 .	84	29	10
1972-73 . .	101	33	..
1973-74 . . (Provisional upto Feb. '74')	99	39	..
	284	101	10

(b) The production of diesel locomotives during the last three years by Diesel Loco Works, Varanasi and Chittaranjan Locomotive Works, Chittaranjan is as follows:—

	Main Line Diesel Elec. locomotives		Diesel locos	
	Broad Gauge	Metre Gauge	Broad Gauge Diesel shunt	Narrow Gauge Diesel Locos.
	Ex-DLW.		Ex-C.L.W.	
1971-72	70	35	35	5
1972-73	60	35	46	..
1973-74 (Provisional)	54	33	50	..

The production figures include locomotives manufactured for Public Sector Undertakings.

Disruption of Train services in Sealdah Division during the last three months

6899. SHRI A K. M. ISHAQUE: Will the Minister of RAILWAYS be pleased to state:

(a) the number of times train services were disrupted in Sealdah Division during the last three months;

(b) the number of trains involved in this disruption; and

(c) action taken by Government for nomination of train services from Sealdah station during this period and the results achieved so far?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) 31 times.

(b) On an average, 22 pairs of trains on each occasion.

(c) To check the thefts of Railway material for avoiding disruption of

services, R.P.F. pickets and patrol were provided at vulnerable places and escorts were provided on the trains as far as possible. Night patrolling with police is in force. Striking force of GRP/RPF has been stationed at Sealdah and a few other stations. The matter was taken up with the State authorities at a meeting with Inspector General Police and also with the Chief Secretary, West Bengal Government. Co-ordinated measures adopted have brought about some improvements in the situation.

Cancellation of Trains due to disturbances at Sealdah Station

6900. SHRI A. K. M. ISHAQUE:
SHRI R. N. BARMAN:

Will the Minister of RAILWAYS be pleased to state:

(a) the total loss Railway suffered due to the cancellation of trains due to disturbances at Sealdah Railway Station on 20th March, 1974;

(b) the reasons for disturbances and number of persons arrested; and

(c) the results of enquiry if conducted?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Rs. 37,000 approximately.

(b) Due to theft of Signal cables at the Dum Dum Junction, train services had to be delayed, resulting in dislocation of the normal train services and upsetting the schedule between Dum Dum and Sealdah Jn. This enraged the passengers at Sealdah Jn. who started agitating and manhandling the Railway staff, also causing damage to the Railway property. No person was arrested.

(c) Enquiries are being conducted by Senior Officials of the Railway and the results are awaited.

Accidents on North Eastern Railway during the last 6 months

6901. SHRI A. K. M. ISHAQUE: Will the Minister of RAILWAYS be pleased to state:

(a) the number of accidents which occurred on the North Eastern Railway during the last six months;

(b) the amount of loss suffered by Government as a result of these accidents;

(c) the number of persons killed and injured; and

(d) the amount given to the injured and families of the deceased as compensation?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) During the period 1-9-1973 to 28-2-1974 there were 27 train accidents in the categories of collisions, derailments, level crossing accidents and fires in trains on the North Eastern Railway.

(b) The cost of damage to railway property was estimated at approximately Rs. 94,000.

(c) In these accidents 3 persons were killed and 10 injured.

(d) No compensation has yet been paid to the victims of these accidents. However, ex-gratia payment amounting to Rs. 2,000 has been made to the injured persons.

Diversion of main line from Pithapuram to Rajahmundry via Kakinada in Andhra Pradesh

6902. SHRI B. S. MURTHY: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a proposal to divert the main line from Pithapuram to Rajahmundry *via* Kakinada, a sea port town in Andhra Pradesh; and

(b) if so, the action taken in the matter so far?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) A proposal for diverting the line was received by the Ministry of Railways from the Government of Andhra Pradesh.

(b) The proposal was examined and was not considered justified.

Names of Areas in Andhra Pradesh considered backward by Railways

6903. SHRI B. S MURTHY: Will the Minister of RAILWAYS be pleased to state.

(a) what are the areas considered backward by the Railways in Andhra Pradesh; and

(b) steps taken to put these areas on the rail map?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) The Ministry of Railways are guided primarily by the judgment of the State Government concerned in this regard.

(b) It is proposed to take up the construction of a Railway line from Nadikude to Bibinagar during 1974-75.

Unmanned Railway crossings in South Central Railway

6904. SHRI B. S. MURTHY: Will the Minister of RAILWAYS be pleased to state.

(a) the number of unmanned railway crossings in South Central Railway; and

(b) the steps taken or proposed to be taken to avoid accidents at such crossings?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) There are 2051 'C' class unmanned level crossings.

(b) To reduce accidents at unmanned level crossings, the following preventive measures have been taken:—

(i) Stop Boards have been prominently displayed at the approaches to all unmanned level crossings within railway boundary to warn the road-users to cross the railway track cautiously,

(ii) Whistle Boards have been fixed enjoining upon the drivers of the approaching trains to whistle as the train approaches the unmanned level crossings as an additional warning to road users;

(iii) The State Governments have also been requested for provision of road signs on approaches to all unmanned level crossings;

(iv) The State Governments have also legislated under the Motor Vehicle Act requiring drivers of passenger buses to stop their vehicles short of unmanned level crossings and then cross the railway line with the conductor of bus walking ahead;

(v) Educative campaign to spread safety consciousness amongst the road users is also being carried out by way of appeals to automobile associations, etc.; issue of leaflets in regional languages through the police authorities to owners/drivers of fast moving vehicles; publicity through the medium of rural programme of All India Radio. cinema-slides, etc.

The level crossings where both road and rail traffic is heavy and/or visibility is restricted are also being manned on the basis of traffic ecnsus or on receipt of request from State Government/Road Authority which is a continuous process.

Increment arrears to luggage porters working at Ghaziabad Station (Northern Railway)

6905. SHRI MAHADEEPAK SINGH SHAKYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether some Luggage Porters working at Ghaziabad station (Northern Railway) have not been paid arrears of increments since the year 1963;

(b) if so, reasons for such an inordinate delay; and

(c) steps taken to remedy the situation?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) to (c). The information is being collected and will be laid on the Table of the Sabha.

बारामुरा में तेल की खुदाई बंद करना

6906. श्री महादीपक सिंह शाक्य :
श्री निहार लास्कर :

क्या पेट्रोलियम और रसायन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बारामुरा में तेल की खुदाई बन्द कर दी गई है ; और

(ख) यदि हां, तो इसके क्या कारण है और इस खुदाई को पुन : चालू करने के लिये सरकार क्या कदम उठा रही है ?

पेट्रोलियम और रसायन मंत्रालय में राज्यमंत्री (श्री शाहनवाज खां) : (क) जी नहीं । कुछ कठिनाइयों के कारण व्यधन कार्य रुक गया ।

(ख) 8–3–1974 को व्यधन रस्सी के फंस जाने के कारण व्यधन कार्य रुक गया । तेल निकाला जा रहा है तथा आशा है कि सामान्य कार्य शीघ्र ही किया जायेगा ।

राज्यों में वर्ष 1973–74 में विद्युत का उत्पादन और उसकी खपत

6907. श्री महादीपक सिंह शाक्य: क्या सिंचाई और विद्युत मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या वर्ष 1973–74 में विद्युत उत्पादन क्षमता उसकी खपत से कम रही है ; और

(ख) यदि हां तो राज्यवार विद्युत उत्पादन और उसकी खपत को मुख्य बातें क्या है और उसे पूरा करने के लिए सरकार क्या कदम उठा रही है ?

सिंचाई और विद्युत मंत्रालय में उपमंत्री (श्री सिद्धेश्वर प्रसाद) : (क) और (ख) : यह सत्य है कि 1973–74 के दौरान बहुत से राज्यों में बिजली का उत्पादन मांग की अपेक्षा कम हुआ था । राज्यों में 1973-74 के दौरान विभिन्न महीनो मे प्रतिदिन औसत अधिपेक्षात्मक ऊर्जा का विवरण सभा पटल पर रख दिया गया है । [ग्रंथालय में रखा गया। देखिए संख्या एल टी 6716/74] मांग और उपलब्धता के बीच के अन्तराल को हर संभव सीमा तक कम करने के लिए निम्नलिखित उपाय किए जा रहे हैं ।

वर्तमान विद्युत प्रतिष्ठानों के समुपयोजन को कोयला और इंधन तेल फुटकर पुर्जे इत्यादि को सप्लाई और परिवहन की व्यवस्था और अनुश्रवण द्वारा अधिकतम किया जा रहा है ।

2. अंतर्राज्यीय लाइनों के निर्माण और भार प्रेषण केन्द्रों को स्थापना के कार्यक्रम में तेजी लाई जा रही है ।

3. उत्पादन यूनिटों का शीघ्र प्रचालन सुनिश्चित करने के लिए उन परियोजनाओं में शीघ्रता लाई जा रही है जो कि पूर्ण होने वाली है ।

4. पड़ौसी राज्यों के मध्य विद्युत विनियम प्रोत्साहित किया जा रहा है जिस से उत्पादन क्षमता का इष्टतम समुपयोजन किया जा सके।

Visit of Officials of O. & N.G.C. to U.S.A. to purchase Oil Drilling Rigs

6908. SHRI R. S. PANDEY: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether officials of O. & N. G. C. visited U.S.A. for the purchase of oil drilling rigs recently;

(b) whether they have failed to make any purchases there; and

(c) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAH-NAWAZ KHAN): (a) to (c). A team of ONGC officials went to the USA for the purpose of purchase of drilling rigs and accessories. Alongwith the Chairman, Bharat Heavy Electricals Ltd., the team also discussed the possibilities of suitable collaboration for manufacture of such rigs in India. As a result of the discussions with the manufacturers, some of them have indicated their willingness to submit offers for drilling rigs and also for offering terms for suitable collaboration agreement for manufacture in India. Quotations are expected in the near future.

Zonal Commission for recruitment to Railways

6909. SHRI R. S. PANDEY:
SHRI RAM PRAKASH:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have decided to set up Zonal Commissions for recruitment to Railways in future; and

(b) if so, the reasons for discarding the present single commission?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). In order to provide equal employment opportunities to the youth living in remote and backward areas, it has been decided that the planning should be that the jurisdiction of a Railway Service Commission should be co-extensive with the territory of a Zonal Railway.

मध्य प्रदेश में सिंगरौली स्थान पर एक उर्वरक संयंत्र की स्थापना करना

6910. श्री श्रीकृष्ण अग्रवाल : क्या पेट्रोलियम और रसायन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मध्य प्रदेश के सीधी जिले के सिंगरौली स्थित कोयला क्षेत्र के बृहत् भण्डार पर आधारित एक नया उर्वरक संयंत्र स्थापित करने का कोई प्रस्ताव सरकार के विचाराधीन है;

(ख) यदि हां, तो उसकी मोटी रुप-रेखा क्या हैं; और

(ग) इसे कब तक स्थापित किया जायेगा ?

पेट्रोलियम और रसायन मंत्रालय में राज्य मंत्री (श्री शाहनवाज खां) : (क) जी नहीं।

(ख) और (ग). प्रश्न नहीं उठता।

मध्य प्रदेश के खनन उद्योगों के सम्मुख वैगनों की कमी का संकट

6911. श्री श्रीकृष्ण अग्रवाल : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेल वैगनों के पर्याप्त संख्या में उपलब्ध न होने के कारण मध्य प्रदेश के खनन उद्योग को हाल ही के महीनों में अनेक कठिनाइयों का सामना करना पड़ा था;

(ख) यदि हां, तो उसके क्या कारण हैं; और

(ग) रेलवे प्रशासन ने इस सम्बन्ध में क्या उपाय किये हैं ?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरेशी) : (क) और (ख). यद्यपि भारतीय रेलों के पास काफी संख्या में माल डिब्बे मौजूद है तथापि हाल के महीनों में उनकी उपलब्धता पर कुछ ऐसे कारणों से प्रतिकूल प्रभाव पड़ा जो रेलवे के नियंत्रण से बाहर थे। रेल कर्मचारियों और जनता द्वारा किये जाने वाले आन्दोलनों की बाढ़, देश के विभिन्न भागों में नागरिक उपद्रव तथा बंद और औद्योगिक अशांति के कारण माल डिब्बों के कृत्रिम अभाव का वातावरण उत्पन्न हो गया है।

(ग) जैसे ही स्थिति सामान्य हो जायेगी, मध्य प्रदेश के खनन उद्योग की मांगों को पूरा करने के भरसक प्रयास किये जायेंगे।

Proposal to construct over-bridge over Sambhal-Moradabad Road

6912. SHRI ISHAQUE SAMBHALI: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to construct an over-bridge over Sambhal-Moradabad Road; and

(b) if so, the salient features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). The proposal for construction of a road overbridge in replacement of level crossing No. 417-Spl. at Moradabad was received from the State Government of Uttar Pradesh in June, 1967. The State Government also desired that a new level crossing adjacent to the proposed overbridge should also be provided. Keeping in view the nature of the proposal, the State Government was informed that the whole cost of the road overbridge has to be borne by them according to extent rules. Their acceptance to bear the full cost is still awaited.

Breaking of Indian Oil Tank at Moradabad while under construction

6913. SHRI ISHAQUE SAMBHALI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether an Indian Oil tank was broken in Moradabad when it was under construction;

(b) if so, the facts thereof;

(c) whether instead of using imported sheet in constructing the tank indigenous sheet was used and imported sheet was found missing; and

(d) whether any investigation has been made into the matter?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAH-NAWAZ KHAN): (a) Yes, Sir. Two above-ground tanks of IOC were damaged while under construction at Moradabad on 5-6-72.

(b) Due to heavy wind and storm on 5-6-72 the plates which were tack-welded broke away and got damaged. The contractor re-erected the damage portion at his own cost using the same sheets.

(c) and (d). Imported sheets were used for construction of the tank and these were in the charge of IOC's Depot Superintendent at Moradabad. No sheets were found missing.

Difficulties faced by Petro-Chemical Units in Calcutta due to increase in Price of Naphtha

6914. SHRI NIHAR LASKAR:
SHRI TARUN GOGOI:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government are aware that Petro-chemical units in Calcutta are facing difficulties due to increase in price of Naphtha;

(b) if so, the facts thereof;

(c) what are the reasons for the same; and

(d) what steps are being taken to help these industries?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) There are no units manufacturing basic petrochemicals in Calcutta.

(b) to (d). Do not arise.

राजस्थान में राक-फास्फेट पर आधारित उर्वरक कारखाना स्थापित करने के बारे में भारतीय उर्वरक निगम द्वारा प्रस्तुत प्रतिवदन

6915. डा० लक्ष्मीनारायण पांडेय: क्या पेट्रोलियम और रसायन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भारतीय उर्वरक निगम ने राजस्थान में राक-फास्फेट पर आधारित उर्वरक कारखाने की स्थापना के बारे में अपना प्रतिवदन प्रस्तुत कर दिया है; और

(ख) यदि हां, तो उक्त परियोजना की स्थापना के सम्बन्ध में सरकार ने क्य निर्णय किया है ?

पेट्रोलियम और रसायन मंत्रालय में राज्य मंत्री (श्री शाहनवाज खां) : (क) और (ख). भारतीय उर्वरक निगम ने राजस्थान में राक-फास्फेट पर आधारित उर्वरक कारखाना स्थापित किये जाने के संबंध में कोई प्रस्ताव नहीं भेजा है। पाइराइट्स तथा राक-फास्फेट आदि मूल कच्चे माल तथा अत्यावश्यक सुविधाओं की लाभप्रद उपलब्धि पर निश्चित ब्यौरे प्राप्त न हो जाने के बाद ही राजस्थान में उर्वरक उद्योग-समूह की स्थापना किये जाने के बारे में कोई निर्णय लिया जा सकता है। सालादपुरा के पाईराइट्स भंडारो पर मैसर्स आइ टी जैड द्वारा तैयार की संभाव्य रिपोर्ट प्राप्त हो गई है। विश्व बैंक के कहने पर मैसर्स पारसन्ज द्वारा तैयार की गई सभाव्य रिपोर्ट के संदर्भ में राजस्थान के भायरकोटरा क्षेत्र मे राकफासफेट की खानों के विकास के तकनीकी एवं अन्य पहलुओं का मूल्यांकन करने के लिये एक समिति नियुक्त की गई है।

Proposal for establishment of Administrative Bench in each High Court

6916. SHRI M. SUDARSANAM:
SHRI RAM PRAKASH:

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government's attention has been drawn to the recent statement of Additional Solicitor General of India suggesting establishment of an Administrative Bench in each High Court for dealing with service matters; and

(b) if so, the reaction of Government thereto?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE): (a) Yes, Sir.

(b) The view expressed by the Additional Solicitor General was his personal view and Government have noted it.

Rural Electrification in Kerala in Fourth Plan

6917. SHRIMATI BHARGAVI THANKAPPAN: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether rural electrification in the State of Kerala has not been adequate during the Fourth Five Year Plan; and

(b) if so, the main features of the rural electrification schemes to be undertaken in that State in the Fifth Five Year Plan?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) There has been adequate rural electrification during the Fourth Plan in Kerala State. There are 1573 villages. 1368 villages have been electrified upto 28th February 1974. The number of pumpsets energised is 37,543.

(b) The Fifth Plan proposals have not been finalised so far. The State Electricity Board, however, proposes to cover electrification of all the villages during this Plan.

Irrigation and Power Schemes for Kerala during last two Years

6918. SHRIMATI BHARGAVI THANKAPPAN: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the number of major and medium irrigation schemes and power schemes submitted by Kerala Government during the last two years to the Centre for development of irrigation and power in the State;

(b) the particulars of schemes sanctioned by the Centre and the amount approved therefor; and

(c) how many of these approved schemes have been completed during the period and the present stage of the approved schemes?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) to (c). One major irrigation and five power schemes were submitted by the Government of Kerala during the last two years. Of these, two power schemes, the particulars of which are given below, have so far been approved:

Name of Scheme	Installed capacity (MW)	Estimated cost (Rs. Crores)
Silent Valley Hydro-Electric Scheme	3x40	24·88
Idamalayar Hydro-Electric Scheme	2x 37·5	18·75

The work on these two power schemes is in the initial stages. The first unit of the Idamalayar Project is expected to be commissioned by the end of the Fifth Plan while the benefits from the Silent Valley will start accruing only in the Sixth Plan.

Amount sanctioned for rural Electrification in Kerala during last three years

6919. SHRIMATI BHARGAVI THANKAPPAN: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the total amount sanctioned by the Centre for rural electrification in Keraka during the last three years, year-wise;

(b) the amount sanctioned for the State for 1974-75 and during Fifth Five Year Plan period, year-wise; and

(c) the number of villages which will be electrified during the Fifth Five Year Plan period, District-wise?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) The programme of ruarl electrification is formulated by the State Governments and implemented

through their State Electricity Boards out of their State Plans outlays. An outlay of Rs. 4.5 crores was provided for rural electrification in Kerala during the Fourth Plan. Additional loan assistance has also been provided by the Rural Electrification Corporation Ltd.—a Public Sector Undertaking set up by the Government of India. The details of amount sanctioned by the Corporation of Kerala State Electricity Board during the last three years are as under:—

	Rs. in lakhs
1971-72 .	203·236
1972-73 .	214·640
1973-74 .	139·255

(b) An outlay of Rs. 25 crores has been proposed in the State Plan for rural electrification in the Draft Fifth Five Year Plan. In addition the State Government would be able to secure loans from the Rural Electrification Corporation. The loan assistance form the Corporation during the year 1974-75 and the Fifth Five Year Plan period will depend upon the number of schemes sponsored by the Kerala State Electricity Board and approved by the Corporation in accordance with the norms and guidelines prescribed by them.

(c) There are 1,573 villages in Kerala. Out of these 1,368 villages were electrified upto 28th February, 1974. The Kerala State Electricity Board proposes to cover electrification of all the remaining villages during the Fifth Five Year Plan period.

Construction of Bridges and Over-Bridges in Kerala

6920. SHRIMATI BHARGAVI THANKAPPAN: Will the Minister of RAILWAYS be pleased to state:

(a) the number of new over-bridges constructed by Government in Kerala during the financial year 1973-74;

(b) the number of over-bridges for the construction of which the State Government have submitted proposals to the Central Government; and

(c) expenditure proposed to be incurred by Government on the construction of new bridges and over-bridges in the State during the financial year 1974-75?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI): (a) Nil.

(b) 19 proposals in replacement of existing level crossings—the cost of these will be shared by the Railway and the State Government/Road Authority. Two proposals as "deposit works", cost of which will be borne fully by the Government/Road Authority.

(c) Railway's share of expenditure on construction of road over-bridges in Kerala State during 1974-75 is expected to be Rs. 2.60 lakhs.

Irrigation of Land from Kallada Irrigation Project in Kerala

6921. SHRIMATI BHARGAVI THANKAPPAN: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the further progress made in regard to Kallada Irrigation Project in the State of Kerala;

(b) the acreage of land in Quilon District likely to be irrigated from this project; and

(c) the steps taken by Government to ensure the completion of this project in time?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) The Government of Kerala have reported that construction of the dam at Parappar is in progress and the construction of a weir

and right bank canal head regulator at Ottakkal is almost completed. They have further intimated that detailed investigations for canal works have almost been completed.

(b) An area of 52,600 hectares in Quilon district is expected to be benefited by this project.

(c) The Government of Kerala have intimated that all possible steps are being taken by the State Government to ensure the completion of this project in time.

तेल के बदले में सीमेंट का निर्यात

6922. श्री फूल चन्द वर्मा : क्या पेट्रोलियम और रसायन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का विचार वर्तमान पैट्रोल तथा तेल संकट को देखते हुये विदेशों के सीमेंट के बदले तेल आयात करने का है ; और

(ख) यदि हां, तो तत्संबंधी मुख्य बातें क्या हैं और क्या अन्य देशों को सीमेंट के निर्यात से देश के निर्माण कार्यों में रुकावट नहीं पड़ेगी ?

पेट्रोलियम और रसायन मंत्रालय में राज्य मंत्री (श्री शाहनवाज खां) : (क) और (ख) : कुछ तेल उत्पादक देशों के साथ द्विपक्षीय करारों के अन्तर्गत निर्यात के लिए प्रस्तावित वस्तुओं में से सीमेंट एक वस्तु है, किन्तु इस सम्बन्ध में अभी तक कोई अन्तिम करार नहीं किया गया है ।

तथापि भारत एवं ईरान के बीच द्विपक्षीय व्यापार बातचीत के एक भाग के रूप में ईरान को दिसम्बर, 1974 के अन्त तक 3 लाख मी० टन तथा 1975 के दौरान और 5 लाख मी० टन सीमेंट का निर्यात करने का प्रस्ताव है (सीमेंट की देशीय उपलब्धता का निर्यात किये गये सीमेंट की सीमा तक कम किया जायेगा । स्थापित क्षमता के उत्तम प्रयोग तथा देश में अतिरिक्त क्षमता को स्थापित करने से आन्तरिक उपलब्धता पर पड़े प्रभाव को कम करने का प्रस्ताव है ।

Completion of Qureshi Committee Report for Ten hour-work for Loco Running Staff

6923. SHRI M. KALYANASUNDARAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Qureshi Committee has submitted its report regarding implementation of ten-hour work for loco-running staff;

(b) if so, the salient features thereof;

(c) whether the loco employees representatives in Qureshi Committee made any separate submission; and

(d) if so, the broad outlines thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) to (d). The Minister for Railways announced in the Lok Sabha on 29th November 1973 that the introduction of 10-hour working would be commenced on 1st December, 1973 and completed in three years. At its meeting of 20th January, 1974 the Qureshi Committee had decided to visit selected Railway Division in March-April as also to examine the plants of Zonal Railways in regard to 10-hour working so as to see whether the implementation period could be reduced below 3 years. Unfortunately, the Loco Running Staff Association has decided to launch an all-India agitation on 15th April to unilaterally enforce 10-hour working. This has prevented the Qureshi Committee from implementing its decision of 20th January, 1974.

However, introduction of 10-hour working was commenced on 1st December, 1973, since when all Mail/Ex-

press trains, over 100 passenger trains and selected goods trains on 22 sections have been brought under 10-hour working. All passenger trains are expected to be covered by the end of this year.

SC/ST Holding Class I, II, III and IV Post in ICF, Madras

6924. SHRI M. KALYANASUNDARAM: Will the Minister of RAILWAYS be pleased to state:

(a) the number of Scheduled Castes and Scheduled Tribes employees each in Class I, Class II, Class III and Class IV in the Integral Coach Factory, Madras; and

(b) what is the percentage of the Scheduled Castes and Scheduled Tribes employees in each Class of the employees there?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). The number of Scheduled Castes and Scheduled Tribes as on 30th September, 1973 in the Integral Coach Factory, Madras and their percentage to the total number of employees in each class of service is indicated below:

Class	Total	SC	%	ST	%
Class I	44	..	..	..	..
Class II	37	3	8·1	..	..
Class III	9415	1458	15·5	28	0·3
Class IV (excluding Safaiwalas)	3410	777	22·8	2	0·1
Class IV (Safaiwalas) . .	162	144	88·9	..	..

Target for Construction of new Railway lines in Fourth Five Year plan in Andhra Pradesh

6925. SHRI M. S. SANJEEVI RAO: Will the Minister of RAILWAYS be pleased to state:

(a) whether the target of construction of New Railway lines in the Fourth Five Year Plan has been fully achieved in Andhra Pradesh; and

(b) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Railway development is not envisaged on any State-wise or region-wise concept, but on overall considerations in the national interests, and State-wise targets for development of rail facilities are not laid down.

(b) Does not arise.

Target of Rural Electrification in Andhra Pradesh for Fourth Plan

6926. SHRI M. S. SANJEEVI RAO: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether target of Rural Electrification during the Fourth Plan period for the Andhra Pradesh has been fully achieved; and

(b) if not, the reasons for the same?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) and (b). No targets were fixed for village electrification in Andhra Pradesh during the Fourth Plan. A target of 50000 had been fixed for energisation of pumpsets. Upto January 1974, 133583 pumpsets had been energised. Thus the target has been over achieved.

The electrification of villages is incidental to energisation of pumpsets. 4,500 villages were expected to be electrified during the Fourth Plan. Upto 31st January, 1974 however, the number of villages electrified had totalled 4552.

Target for New Railway Lines in Backward Areas of Andhra Pradesh

6927. SHRI M. S. SANJEEVI RAO: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have finalised the targets of construction of new Railway lines in Andhra Pradesh especially in backward areas of the State; and

(b) if so, the main features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Railway development is not envisaged on any State-wise or region-wise concept, but on overall considerations in the national interests and State-wise targets for development of rail facilities are not laid down. However, it is proposed to take up the construction of a railway line from Nadikude to Bibinagar during 1974-75.

(b) Does not arise.

Drilling of Oil at Sibsagar with Rigs Manufactured by HEC

6928. SHRI RAJDEO SINGH: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the first of the three giant oil drilling rigs designed and fabricated by the Heavy Engineering Corporation and supplied to the Oil and Natural Gas Commission has struck oil at Sibsagar in a record time of 75 days at a depth of 3,314 meters;

(b) whether the production of drilling rigs in the country is sufficient to meet the country's requirements; and

(c) how do the oil drilling rigs designed and fabricated by the Heavy Engineering Corporation compare with the imported rigs?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) The rigs supplied by Heavy Engineering Corporation were of Russian design and manufacture except for some non-mechanical structural assemblies. The well drilled with one of these rigs in Sibsagar area has struck oil though the drilling time not a record.

(b) No, Sir.

(c) As the rig in question supplied by Heavy Engineering Corporation was of Russian design and manufacture, the question of comparison does not arise.

India seeking Equity participation in Refineries in Oil Producing Countries

6929. SHRI RAJDEO SINGH: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government have explored the possibility of arranging uninterrupted supplies of crude and petroleum products by seeking equity participation in refineries in Iran and other oil producing countries; and

(b) if so, the facts thereof and results obtained therefrom?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) and (b). Some proposals for joint ventures have been considered and they are still at an exploratory stage. It would not be in the public interest to disclose the details of such proposals.

Ban relaxed on post of Bungalow-peon

6930. SHRI RAJDEO SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway Board have relaxed the ban on the post of Bungalow-Peon after the receipt of Third Pay Commission Report;

(b) if so, the reasons why the recommendations of the Pay Commission for abolition of these posts have been reversed or ignored; and

(c) what is the number of Bungalow-peons on the Indian Railways and the amount they cost to the Railways annually?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) A specific ban placed on 7th February, 1973 on creation of new posts of Bungalow peons, was removed on 3rd November, 1973. However, the general ban on cration of posts and filling of vacancies placed in the context of economy in expenditure applies to this category also.

(b) Government have not yet taken a decision on this recommendation of the Third Pay Commission.

(c) The information is being collected and will be laid on the Table of the Sabha.

Upholding of Award of Arbitration (Miabhoy and other Tribunals)

6931. SHRI RAJDEO SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have considered the recommendations of the Third Pay Commission *vis a vis* the awards of Miabhoy and other tribunals particularly for the grade of Daftaries and earning of leave for workshop staff; and

(b) if so, whether Government have taken a decision to uphold the award of arbitration?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). The Third Pay Commission while making their recommendations relating to scales of pay of Daftries and leave entitlement of workshop staff took into consideration the relevant award of the Board of Arbitration. The recommendation regarding scales of pay for Daftries has been accepted by Government and their revised scales of pay have been notified. The recommendation relating to earned leave for workshop staff on Railways is under consideration.

Demand for direct train from Ahmedabad to Cochin

6932. SHRI C. K. CHANDRAPPAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a demand made by the Keralites living in Gujarat for the introduction of a direct railway train from Ahmedabad to Cochin;

(b) whether he and the Governor of Gujarat has received a representation to this effect; and

(c) if so, the decision of Government thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). Representations from the Ahmedabad Kerala Samajam and Nair Welfare and Cultural Association, Ahmedabad have been received for introduction of through service coaches only between Ahmedabad and Cochin.

(c) Introduction of a direct train between Ahmedabad and Cochin is operationally not feasible for want of line capacity on certain sections entoure. Introduction of through coaches has not been found operationally feasible due to shunting difficulties at Dadar and non-availability of room by Bombay—Madras trains.

Shortage of Lubricating Oils for Aluminium Industry

6933. SHRI C. K. CHANDRAPPAN:
SHRI VASANT SATHE:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether there is a wide spread shortage of lubricating oils;

(b) if so, the reasons and facts thereof;

(c) whether due to this, aluminium industry has been severely hit; and

(d) if so, the broad outlines thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) and (b). The lubricating oils are made out of lube base stocks and additives. Most of the requirements are met out of indigenous production. For some of the deficit grades, during the recent oil crisis, there occurred a world-wide shortage of some of the base stocks and additives mainly due to the reduced availability of some of the critical chemicals. This resulted in the shortage of lubricating oils. The Government is aware of these shortages and have therefore already taken a number of measures to ensure continued supply to the various industries.

(c) Government have not received any complaints from the Aluminium producers that the production of the metal has been severely hit because of the shortage of lubricating oils.

(d) Does not arise.

Accidents to trains running without Guards of brake-van during the Railway Guards Agitation

6934. SHRI R. N. BARMAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether due to recent Railway Guards agitation some trains moved without guards of break-van.

(b) whether some of the trains running without guards of brake-van met with accidents and if so, the particulars of those trains; and

(c) the total loss Government suffered as a result thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) No

(c) Does not arise.

Supply of Power to Kashmir Valley

6935. SHRI SYED AHMED AGA: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the Jammu and Kashmir State has requested from immediate arrangement for supply of 15 k.w. of power to meet current power crisis in the Kashmir valley; and

(b) if so, the steps taken by Government in this regard?

THE MINISTER OF IRRIGATION AND POWER (SHRI K. C. PANT): (a) and (b). The Kashmir Valley, like the rest of the Northern Region has a shortage of power. The State Government has made a request for supply of additional power for the Kashmir Vally, but the absence of a transmission link between Jammu and Kashmir Valley made it impossible for any such help to be given. The transmission link is under construction. The question of additional power supplies to the Valley can be examined on the completion of the Link, and in the light of the power situation and availability in the Northern Region.

Naupada-Gunupur Narrow Gauge Line

6936. SHRI GIRIDHAR GOMANGO: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is proposed to take up the Naupada-Gunupur narrow

gauge railway line to improve the existing railway lines and to increase the speed of the trains in the Fifth Five Year Plan;

(b) if so, the progress of the work achieved so far; and

(c) the reasons of delay?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) The work of through rail renewal of 33.80 Kms., programmed in 1972-73 is in progress and is expected to be completed during 1974-75. Through sleeper renewal of 56.20 Kms. has been programmed for 1974-75 and the work will be undertaken on receipt of materials.

(c) Does not arise.

Allocation of Money for Major Irrigation Projects in Fifth Plan

6937. SHRI GIRIDHAR GOMANGO: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the State-wise allocation of money for major irrigation projects in the Fifth Five Year Plan;

(b) the allocation earmarked for projects in the Tribal areas of the country; and

(c) the level of irrigation development in the tribal areas of the States?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) to (c). The Fifth Plan proposals in respect of different States have yet to be finalised. However, an outlay of Rs. 2401 crores is envisaged under the irrigation sector in the Plan. It is expected that besides taking up a number of new schemes, work on 64 continuing major schemes (out of 75) and all the 155 continuing medium schemes will be completed.

Priority is proposed to be given in the new schemes to those which benefit chronically drought affected, tribal and backward areas.

Target for additional production of Power during 1974 to 1976

6938. SHRI N. K. SANGHI: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) what target has been set for additional production of power during 1974, 1975 and 1976;

(b) whether one of the factors coming in the way for augmenting production of power in the country is the shortage of power equipments; and

(c) if so, whether nature of shortage for this period has been assessed?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) It is expected that an additional installed generating capacity to the extent of 2.37 Million KW may be commissioned during 1974-75. While no target has been fixed for the years 1975-76 and 1976-77, a preliminary assessment indicates that installed capacities to the extent of 2.76 MW and 3.59 MW may be added respectively during those years.

(b) and (c). The power generation projects generally take at least about 5 years for completion. Accordingly, for the installed capacity to be added in the year 1974, 1975 and 1976, the entire requirements of power equipment have been arranged from indigenous or foreign sources and no shortage is anticipated in this respect.

Power shortage in public sector Units

6939. SHRI MUKHTIAR SINGH MALIK: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether a number of public sector units have been hit by the power shortage in the country; and

(b) the steps taken or proposed to be taken by Government to meet the shortage of power supply to these units?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) It is true that there is shortage of power in the country which has affected all sectors of economy including the public sector units.

(b) The following steps are being taken to minimise the shortage of power supply:—

(i) Maximisation of the availability of power from the existing power stations;

(ii) Speeding up of the commissioning of new generating units and construction of transmission lines;

(iii) Transfer of power from pockets of surplus or relatively better availability to the deficit areas across State and regional boundaries.

Besides these, in order to maximise industrial and agricultural output, including that from the public sector units, under the conditions of power shortage a rational scheme of power rationing has been drawn up. This takes into account the nature of shortage (energy or peaking capacity etc.,) in each States the relative importance of each industry to the economy, its employment potential, export effort etc.

Discovery of Petroleum at Katwal in Haryana

6940. SHRI MUKHTIAR SINGH MALIK: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether sometimes back while digging a well at Katwal in District Sonepat in Haryana some kind of petroleum were observed by the Villagers; and

(b) if so, whether Government propose to get that area surveyed by the experts of O & N. G. C. and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) The Government are not aware of it.

(b) Does not arise.

Manufacture of Brinerdine by M/s. Sandoz

6941. SHRI BHALJIBHAI PARMAR: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether M/s Sandoz have been lincensed to manufacture Brinerdine and other formulations;

(b) whether the main content of Brinerdine is Di-hydro-ergo-crystine and it is meant for hypertension, for which several similar drugs are available in the Indian market;

(c) Whether Government are allowing Sandoz to import this drug @ over Rs. 3 lacs per kg., whereas other similar drugs are available in the international market at about 4000/- per kg; and

(d) if so, the reasons for this special treatment to M/s Sandoz?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) M/s. Sandoz India Ltd., are not yet licensed for the manufacture of Brinerdin. They are however, licensed for the manufacture of various other formulations.

(b) One of the active ingredients for the production of Brinerdin is Dihyroergocristine Methane Sulphonate. This is a new drug stated to have been developed by Sandoz for the treatment of hypertension. Other drugs intended for the treatment of hypertension are also available in the Indian market.

(c) The imports of raw materials for the manufacture of Brinerdin will be considered only after the firm obtains an Industrial license.

(d) Does not arise.

त्रिपुरा के बारामुरा में तेल की खोज

6942. श्री बल्की राम वर्मा : क्या पेट्रोलियम और रसायन मंत्री यह बताने की की कृपा करेंगे कि :

(क) क्या त्रिपुरा के बारामुरा क्षेत्र में तेल का विशाल भंडार है जो बम्बई के समुद्री क्षेत्र से भी बड़ा है ;

(ख) क्या उक्त क्षेत्र में तेल का पहला कुआ निश्चित समय से 1½ वर्ष बाद खोदा गया था ; और

(ग) वर्ष 1973 में कितनी खुदाई की गई है ?

पेट्रोलियम और रसायन मंत्रालय में राज्य मंत्री (श्री शाहनवाज खां): (क) इस समय यह नहीं बताया जा सकता कि बारामुरा में तेल का कितना भंडार है। बारामूला की सरचना बम्बई हाई की सरचना से बहुत छोटी है । व्यधन कार्य पूरा किये जाने तथा विभिन्न परीक्षण किये जाने के बाद ही उस क्षेत्र के भंडारों का अनुमान लगाया जा सकता है । बारामूला मे व्यधन - कार्य अभी तक पूरा नहीं हुआ है ।

(ख) जी हां । बारामुरा मे 1971-72 को कुआ खोदा गया था ।

(ग) 1973 के दौरान, बारामुरा सरचना मे 734 मीटरों तक खुदाई की गई थी।

Effect of cancellation of trains due to disturbances in Bihar, on Assam

6943 SHRI TARUN GOGOI: Will the Minister of RAILWAYS be pleased to state whether cancellation of trains due to disturbances in Bihar had also affected the Assam State and if so, to what extent?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): No.

4 जनवरी, 1974 को सासनी स्टेशन पर मालगाड़ी से चोरी

6944. श्री चन्द्र शैलानी : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उत्तर रेलवे के सासनी (निकट हाथरस जंकशन) नामक स्टेशन पर दिनांक 4 जनवरी, 1974 को मालगाडी से कोई चोरी हुई है ;

(ख) चोरी मे क्या माल गया और उसकी अनुमानत: क्या कीमत होगी और क्या कुछ माल बरामद भी हुआ है ;

(ग) चोरी के दिन आर० पी० एफ० के किन किन कर्मचारियों की ड्यूटी थी , और

(घ) इस सम्बन्ध मे किन लोगो को गिरफ्तार किया गया है , और उनके विरूद्ध क्या कार्यवाही की गई है ?

रेल मंत्रालय में उप मंत्री (श्री मुहम्मद शफी कुरेशी) : (क) 4-1-1974 को इस तरह की कोई घटना नही हुई। लेकिन 8-1-1974 को सासनी रेलवे स्टेशन पर खड़ी अप सुपर गुडस एक्सप्रैस से चोरी की एक घटना हुई।

(ख) 62 पैकेज जिनमे बाटा के जूते और बिजली का सामान, मख्यत: ओरियंट फैन थे, चुरा लिये गये। सारे सामान का का मूल्य लगभग 20,000 रुपये था। चुराये गये सामान मे से लगभग 10,000 रुपये का माल बरामद हो चुका है ।

(ग) घटना के दिन उस स्टेशन पर रेलवे सुरक्षा दल के दो रक्षक धन बहादुर, और शिवदान सिह ड्यूटी पर थे और उन्हें निलम्बित कर दिया गया है ।

(घ) इजीनियरिंग विभाग के तीन रेल कर्मचारी-पूरन मल, सुनहरी लाल और राम सिंह तथा एक बाहरी व्यक्ति—हर प्रसाद को रेलवे सम्पत्ति (विधि विरुद्ध कब्जा) अधिनियम, 1966 की धारा 3 के अन्तर्गत रेलवे सुरक्षा दल, अलीगढ़ जंकशन द्वारा गिरफ्तार कर लिया गया है । मामले की जांच हो रही है ।

वर्ष 1973–74 में विद्युतीकरण का लक्ष्य प्राप्त न करने वाले राज्य

6945. **श्री सुखदेव प्रसाद वर्मा :** क्या सिंचाई और विद्युत मंत्री यह बताने की कृपा करेंगे कि

(क) वर्ष 1973–74 के लिए निर्धारित ग्राम विद्युतीकरण का लक्ष्य प्राप्त न करने वाले राज्य कौन-कौन से है ; और

(ख) लक्ष्य प्राप्त न करने के क्या कारण है तथा सरकार का इस दिशा में क्या कार्यवाही करने का विचार है ?

सिंचाई और विद्युत मंत्रालय में उपमंत्री (श्री सिद्धेश्वर प्रसाद) : (क) और (ख). चतुर्थ योजना के दौरान केवल पम्पों के उर्जन के लिए ही लक्ष्य निर्धारित किए गये थे। ग्राम विद्युतीकरण के लिए कोई लक्ष्य निर्धारित नही किए गये थे, बहरहाल, 1–4–1973 से 28–2–1974 तक की अवधि के दौरान 11902 ग्रामों को विद्युतीकृत किया गया ।

Issue of Licences to Pharmaceutical Firms under 'Key Industry' Category

6946. SHRI BIRENDER SINGH RAO: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether a number of foreign pharmaceutical companies have been given licences under the category of 'key Industry';

(b) if so, the names of such foreign companies and number of licences given to them during the last three years;

(c) whether Government have received complaints that these companies are manufacturing non-drugs items; and

(d) if so, whether Government propose to impose control on these firms under the Drugs (Prices and Control) Order, 1970 and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) and (b). Under the revised industrial licensing policy announced in February, 1970, Drugs and Pharmaceutical Industry has been classified as 'key industry' and licences have been issued for the manufacture of drugs and pharmaceuticals under this policy to both foreign and Indian companies. Under the Industrial Liecnsing Policy announced in February, 1973 also, Drugs and Pharmaceuticals Industry is included in the list of industries for which foreign companies and large houses are eligible. A statement giving the names of foreign companies and the number of licences given to them (other than c.o.b. licences) druing the last three years is attached.

(c) Some foreign pharmaceutical companies are also engaged in other manufacturing activities.

(d) Non drug items do not come under the purview of the Drugs (Prices Control) Order 1970. However that order applies to all drug manufacturing companies for drug items.

Statement

	Name of foreign company	Number of licences issued during the years 1971-72, 1972-73 and 1973-74
1	2	3
1.	M/s. Merck Sharp and Dhome of India Ltd.	1
2.	M/s. Glaxo Laboratories Ltd.	3
3.	M/s. Reckitt and Colman of India Ltd.	1
4.	M/s. Ciba of India Limited	2
5.	M/s. Cyanamid India Ltd.	1
6.	M/s. Boots Company (India) Ltd.	2
7.	M/s. E.Merck Limited	1
8.	M/s. Pfizers Ltd.	1
9.	M/s. Burruoghs Wellcome Co. India Private Ltd.	1
10.	M/s. Boehringer Knoll Ltd.	1
11.	M/s Bayer (India) Ltd.	1

Loss suffered by Railways due to cancellation of trains due to coal shortage

6947. SHRI BIRENDRA SINGH RAO Will the Minister of RAILWAYS be pleased to state the loss suffered by the Railways due to the cancellation of trains as a result of coal shortage during the last one year?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): The information is being collected and will be laid on the Table of the Sabha in due course.

Request of Andhra Pradesh Government for new lines

6948. SHRI Y ESWARA REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government of Andhra Pradesh had approached the Centre in May, 1972 with a request to undertake new railway lines in Andhra Pradesh;

(b) if so, which are the lines suggested; and

(c) the decisions taken by the Railways thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI): (a) Yes

(b) and (c) The Andhra Pradesh State Government have, for some time past, been representing for construction of certain new lines in the State The proposals and their present position is indicated below:

Name of line	*Present position*
1 Ongole to Hyderabad via Nagarjunasagar.	Preliminary Engineering cum-Traffic Survey for a new line from Secunderabad (Bibinagar) to Nadikude and gauge conversion of Guntur-Macherla section which will serve Nagarjunasagar area have been completed. This composite project has been included in the Budget for 1974-75.
2 Bailadilla to Kothegudam (Bhadrachalam Road)	Surveys carried out earlier revealed that the line would be justified only if large scale development of industries in the Dandakaranya region is taken up, of which, there are no indications so far.
3. Bhadrachalam Road Kovvur	Feasibility-cum-cost studies carried out some time ago and the recent up-dating thereof, had revealed that this rail link would be heavily unremunerative. Therefore, this line is not being considered
4 Nizamabad-Peddapalli.	Earlier investigations had revealed that this line would not be financially justified. However, it is proposed to update the earlier Engineering Survey and also to take up a fresh survey for the line from Ramgundam-Nizamabad. This survey has been included in the Budget for 1974-75.

Oil exploration in Krishna-Godawari Basin of Andhra Pradesh

6949. SHRI Y. ESWARA REDDY: Will the Minister of PETROLEUM and CHEMICALS be pleased to state:

(a) whether there is any proposal to undertake any oil exploration project in Krishna-Godawari Basin of Andhra Pradesh;

(b) if not, the reasons therefor;

(c) whether a Russian off-shore expedition had carried out reconnaissance marine seismic survey in this area few years back; and

(d) if so, the facts thereof and results of this expedition?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) Geological, gravity-*cum*-magnetic and seismic surveys for oil exploration in the Krishna-Godavari Basin were stated in 1959-60 and continued in 1960-61 and 1965-66 field seasons. Shallow drilling to obtain geological information in the area covered by alluvium, has also been carried out. The seismic surveys are being continued.

(b) Does not arise.

(c) Yes, Sir.

(d) Reconnaissance seismic surveys were carried out during May-July, 1966. Results indicate a general gentle homoclinal dip of the formations towards South-East. No closed structural features were established by these surveys.

Speeding up of Hyderabad-Howrah Express Train

6950. SHRI Y. ESWARA REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government had received any representation regarding the speeding up of Hyderabad-Howrah express train;

(b) whether this train runs at a speed which is far too less than the all India average speed of express trains; and

(c) if so, the reasons therefor and steps taken in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) and (c). The average speed of 45-46 Howrah-Hyderabad Expresses, like other Express trains, is consistent with traffic and operational requirements. Further speeding up of these trains is not feasible having regard to the large number of stoppages enroute and due to the difficulties in changing the schedules of those trains as they provide convenient day time service in Orissa area and overnight service in Andhra area.

Installation pertaining to Signal and Telecommunication Department on Baranagar in Sealdah Division (Eastern Railway)

6951. SHRI BHOLA MANJHI:
SHRI RAMAVATAR SHASTRI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the installation pertaining to Signal and Telecommunication Department on Baranagar-C.C. Link section, both on up and down lines, in Sealdah Division, Eastern Railway were not in conformity with the approved blue print plan for all these years;

(b) whether old installations are now in the process of rectification in order to conform with the plan shown in the approved blue print;

(c) whether any accident took place in this section in January, 1973; and

(d) if so, whether any action has been taken against the DSTE and other officers responsible for the execution of the plan at site?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) No. The installation pertaining to Signal and Telecommunication Department on BARANAGAR-C.C. LINK Section have been in conformity with the approved plans.

(b) In view of (a) above, question of rectification does not arise.

(c) Yes.

(d) The accident was not due to any defective execution of signalling. Hence no action was required to be against the DSTE and other officers.

Cost involved in installation of Absolute Permissive Block System in Sealdah Division (Eastern Railway)

6952. SHRI BHOLA MANJHI:
SHRI RAMAVATAR SHASTRI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Divisional Signal and Telecom. Engineer and the Divisional Safety Officer, Sealdah, Eastern Railway have recently commissioned Absolute Permissive Block System (APM System) of working on the common line between Kankinara and Naihati on the Sealdah Division in Eastern Railway;

(b) what is the cost involved in the installations in foreign exchange and Indian currency, respectively to execute this system?

(c) whether the Assistant Station Masters have raised Objection against implementation of this new system on the ground of safety; and

(d) why the down main line between Naihati and Kankinara, is not brought into use to permit flow of UP trains on UP line and Down trains on Down line over the said section?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) No.

(b) Estimated cost for the proposed work to be commissioned is Rs. 78000 and no foreign exchange is involved.

(c) Yes, but unsafe grounds mentioned are not correct.

(d) Down Main Line between Naihati and Kankinara is already in use for Down goods traffic only, as there is no passenger platform facilities on this line.

Railway Ministry Introducing cinema song recording

6953. SHRI BHOLA MANJHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether any instructions have been issued by the Railway Ministry to Divisional Superintendent of Zonal Railways for playing cinema song recording in DS building thrice in a day and if so, what is the utility and fund provision for incurring expenditure thereon?

(b) whether any DS office of Northeast Frontier Railway has started playing such recordings, if so, the names thereof and the source from which this expenditure is incurred; and

(c) whether Cinema records are played at DS building at Katihar since the last few months and if so, on what grounds and under whose permission?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) No.

(b) and (c). In only the D.S. Office building, Katihar, patriotic songs were played for some time during the last year. The practice has long been discontinued. No expenditure was incurred by the Railway as the records were all donated

धनबाद स्टेशन पर बसों के ठहरने का शुल्क वसूल न करने के कारण

6954. **श्री चंद्रिका प्रसाद** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) क्या धनबाद रेलवे बस स्टेंड पर सैकड़ों बसे ठहरती है लेकिन रेलवे को उक्त बसों के संचालकों ने अभी तक कोई पैसा नही दिया जबकि प्रतिवर्ष 10 रूपये तथा प्रति टैक्सी 5 रुपये ठहराने का शुल्क रेलवे द्वारा तय किया गया है, और

(ख) यदि हा, तो ठहरने का शुल्क वसूल न करने के क्या कारण है ?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरेशी) (क) और (ख) रेलवे द्वारा धनबाद रेलवे स्टेशन पर बस कंडक्टरों और टैक्सी ड्राइवरों से गाडिया खडी करने के लिए कोई प्रत्यक्ष प्रभार नही लिया जाता। धनबाद स्टेशन पर रेल परिसरों में बसे और टैक्सी खड़ी करने के लिए बस ओनर्स एसोसिएशन और टैक्सी ओनर्स एसोसिएशन द्वारा क्रमश 1650 रुपये और 805 ० प्रति वर्ष एक मुश्त रकम का भुगतान किया जाता है। परन्तु कुछ भुगतान अभी बकाया है और उसका भुगतान करने के लिए उनसे लिखापढ़ी की जा रही है ।

आसनसोल और हावड़ा स्टेशनों का विकास

6955. **श्री चन्द्रिका प्रसाद** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) क्या भारतीय रेलवे यात्री संघ ने रेल मंत्रालय से मांग की है कि आसनसोल के तृतीय श्रेणी विश्रामालय के ऊपर लगभग 20 रूम (रिटायरिंग) रूम) बनाये जाये जिससे रेलवे को प्रति माह लगभग 1000 रुपये की अतिरिक्त आय होगी, और

(ख) क्या यह माग की गयी है कि आसनसोल तथा हावडा के तृतीय श्रेणी के प्रतीक्षालय के शौचालय को आधुनिक ढग का बनाया जाये ?

रेल मंत्रालय में उप मंत्री (श्री मुहम्मद शफी कुरेशी) (क) और (ख). पूर्व रेलवे प्रशासन को इस प्रकार का कोई अनुरोध प्राप्त नही हुआ है ।

आसनसोल मे शायिकाओं (बर्थ) के आरक्षण का प्रबन्ध

6956. **श्री चन्द्रिका प्रसाद** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि क्या सरकार का विचार कोयला क्षेत्र वाले प्रमुख शहर आसनसोल मे लाखों यात्रियों को होने वाली रेलवे सीटों सम्बन्धी कठिनाई को ध्यान मे रखते हुए आसनसोल मे 5-अप ट्रेन मे 10 तृतीय श्रेणी की शायिकाओं, 1-अप ट्रेन मे 20 शायिकाओं, डीलक्स ट्रेन मे 15 शायिकाओं तथा दक्षिण बिहार ट्रेन मे 10 शायिकाओं के आरक्षण का प्रबन्ध करने का है ?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरेशी) . आसनसोल स्टेशन के लिए 5 अप हावड़ा-अमृतसर मेल मे तीसरे दर्जे की 9 शायिकाएं, 1अप हावड़ा-दिल्ली-कालका मेल में तीसरे दर्जे की 12 शायिकाएँ और 14 सीटें और 81/103 अप, वातानुकूल एक्सप्रेस गाड़ियों में तीसरे दर्जे की 9 शायिकाएं

और वातानुकूलन कुर्सीयान, की 13 सीटें पहले से आबंटित हैं। 87 अप/88 डाउन साउथ बिहार एक्सप्रैस गाड़ियों में आसनसोल के लिए कोई कोटा आबंटित नहीं है क्योंकि आसनसोल-पटना/टाटानगर के बीच का चालन क्षेत्र बहुत थोड़ा है जिसके लिए यात्री 5.50 रुपये शायनयान अधिभार का भुगतान करने के अनिच्छुक होते हैं।

सफाई व्यवस्था में सुधार करने संबंधी मांग

6957. श्री चन्द्रिका प्रसाद : क्या रेल मंत्री यह बताने की करेंगे कि :

(क) क्या भारतीय रेलवे यात्रीसंघ के अध्यक्ष ने रेलवे बोर्ड से मांग की है कि आसनसोल, धनबाद, हावड़ा, पटना, मुगलसराय के स्टेशनों की सफाई व्यवस्था में सुधार किया जाये तथा इस मांग में लगभग 10-15 वर्षों से कार्य कर रहे पुराने इंस्पैक्टरों की बदली की मांग, सफाई कर्मचारियों की संख्या में वृद्धि तथा स्टेशनों पर ककरीट-प्लस्तर के ऊपर पीच बिछाने का विरोध भी शामिल है ; और

(ख) इस बारे में सरकार द्वारा क्या क्या कार्यवाही की गई है ?

रेल मंत्रालय में उप मंत्री (श्री मुहम्मद शफी कुरेशी) : (क) और (ख). ऐसा कोई अभ्यावेदन प्राप्त नहीं हुआ है। परन्तु आसनसोल, धनबाद, हावड़ा, पटना और मुगलसराय सहित सभी महत्वपूर्ण स्टेशनों पर संफाई के स्टेशनों पर सफाई के स्तर में सुधार करने के लिये रेलवे द्वारा एक विशेष अभियान चलाया गया है। एसोसिएशन से अभ्यावेदन की एक प्रति प्राप्त की जा रही है और उसमें उठाये गये मामलों पर उपर्युक्त आवश्यक कार्रवाई की जायेगी।

भारतीय रेलों के रोड साइड स्टेशन के कैरेज एण्ड वैगन मेकेनिकल विभाग के अन्तर्गत स्वच्छता विंग को समाप्त करना

6958. श्री चन्द्रिका प्रसाद : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेलवे की सुविधा और यात्रियों के लाभ के लिये भारतीय रेलों के अन्तर्गत रोड साइड स्टेशन कैरेज एण्ड वैगन मैकेनिकल विभाग के अन्तर्गत जो स्वच्छता विभाग है उसे समाप्त करके मैकेनिकल विभाग के अन्तर्गत उसप्रकार का विंग बनाने का कोई प्रस्ताव है ; और

(ख) यदि नहीं, तो उस के क्या कारण हैं ?

रेल मंत्रालय में उप मंत्री (श्री मुहम्मद शफी कुरेशी : (क) और (ख). मार्गवर्ती स्टेशनों पर सफाई का काम चिकित्सा विभाग को सौंपने का कोई प्रस्ताव नहीं है क्योंकि कारगर नियत्रण और पर्यवेक्षण के लिए वर्तमान व्यवस्था अधिक सहायक है।

अहमदाबाद से मारवाड़ा जंक्शन तक गाड़ियां चलाने का प्रस्ताव

6959. श्री मूलचन्द डागा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या अहमदाबाद से जो गाडियां चलती हैं उनमें से बहुत सी गाड़ियां माउन्ट आबू या पालनपुर तक हो जाती है और यदि हां, तो उनका ब्यौरा क्या है ;

(ख) क्या सरकार को पता है कि अहमदाबाद-दिल्ली मेल तथा जनता गाड़ियों के अलावा अधिकतर अन्य गाड़िया माउन्ट आबू से आगे नही जाती हैं जबकि इन गाड़ियों से यात्रा करने वाले बहुत से यात्रियों को सिरोई, जवाई, बाध कालना, रानी तथा मारवाड़ जंकशन जाना होता है, और यदि हा, तो उन गाडियो का ब्यौरा क्या है , और

(ख) क्या सरकार का विचार इन गाडियों को मारवाड जंक्शन तक चलाने का है ?

रेल मंत्रालय में उप मंत्री (श्री मुहम्मद शफी कुरेशी) : (क) और (ख) : अहमदाबाद से चलने वाली कोई भी गाडी पालनपुर या आबू रोड पर समाप्त नही होती। 1/2 अहमदाबाद–दिल्ली मेल और 31/32 अहमदाबाद–दिल्ली जनता एक्सप्रैस के अतिरिक्त दो जोडी अन्य सवारी गाडिया अर्थात् 3/4 दिल्ली–अहमदाबाद एक्सप्रैस और 5/6 आगरा फोर्ट तेज सवारी गाडिया भी फलना–मारवाड खण्डपर चलती है। इसके अलावा, अहमदाबाद और पालनपुर के बीच केवल 65/66ए अहमदाबाद–भ खंड पर चलने वाली तेज सवारी गाडी भी पालनपुर पर समाप्त नही होती ।

(ग) प्रश्न नही उठता ।

सराय रोहिला स्टेशन पर टेलीफोन की व्यवस्था

6960. **श्री मूलचन्द डागा** : क्या रेल मंत्री यह बताने की कृपा करेगे कि

(क) क्या सरकार का विचार सराय रोहिला स्टेशन पर एक टेलीफोन लगाने का है ताकि यात्रियों को टेलीफोन से पूछताछ करने की सुविधा प्राप्त हो सके , और

(ख) यदि हा, तो सरकार वहा पर इस की व्यवस्था कब तक कर देगी ?

रेल मंत्रालय में उप मंत्री (श्री मुहम्मद शफी कुरेशी) : (क) सराय रोहिला के स्टेशन मास्टर के पास भी पी० एण्ड० टी० का एक टेलीफोन पहले से उपलब्ध है जिसका एक्सटेंशन टेलीफोन उस स्टेशन के आरक्षण और बुकिंग कार्यालय में है ।

(ख) प्रश्न नही उठता ।

गत 6 महीनों के दौरान कोयले की कमी के कारण राजस्थान में बन्द की गयी गाडियां

6961. **श्री मूलचन्द डागा** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) उन गाडियों का ब्यौरा तथा सख्या क्या है जो गत छ महीने के दौरान राजस्थान मे कोयले की कमी के कारण बन्द की गयी और इनमें से प्रत्येक किस तिथि को बद की गयी ,

(ख) उनमे से कौन कौन सी गाडिया कब तक पुन चालू करने का प्रस्ताव है, और

(ग) इन रेलो को पुन चालू करने का यदि कोई प्रस्ताव नहीं है तो इस के क्या कारण है ?

रेल मंत्रालय में उप मंत्री (श्री मुहम्मद शफी कुरेशी): (क) से (ग) सूचना इकट्ठी की जा रही है और सभा पटल पर यथा समय रख दी जायेगी ।

Dealership in Fertiliser Granted to M/s Krishi Vikas Kendra, Rewari

6962 SHRI PANNA LAL BARUPAL Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether dealership of fertilizer was granted to M/s. Krishi Vikas Kendra, Rewari by the Fertilizer Corporation of India, Naya Nangal; and

(b) if so, the quantity of the fertilizer supplied to them during the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) and (b). The information is being collected and will be laid on the Table of the House.

Penalty for Failure to Pay Call Money or Interest to the Applicants for Shares

6963. PROF. MADHU DANDAVATE: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether failure to pay the call money within a stipulated period to the applicants of shares entails any penalty;

(b) whether Government have imposed any penalty on the companies failing to pay interest to the unsuccessful applicants for shares if refund is not made within the period stipulated by law; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA): (a) to (c). The Companies Act does not contain any provision in regard to these matters as the same have been left to be covered by the terms of the prospectus or articles, of association, as the case may be, of the company concerned. Hence the question of the Government imposing any penalty does not arise.

Production of Synthetic Fibre in Fifth Plan

6964. PROF. MADHU DANDAVATE: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether any policy has been laid down for the production of synthetic fibres like Polyester nylon in the Fifth Five Year Plan;

(b) whether there is any demand for synthetic dyes based on petrochemicals for use in the manufacture of fancy-coloured cloth; and

(c) what efforts are being made to recover more organic chemicals from coal to substitute naphtha?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) In the draft Fifth Plan document the following capacities and production targets for Synthetic Fibres have been laid down:—

Industry	Capacity	Production
	(In '000 tonnes)	
(i) Nylon filament	23	21
(ii) Nylon tyre cord and other industrial yarn	10	9
(iii) Polyester filament year and staple fibre	59	45
(iv) Acrylic fibre	16	14

(b) The manufacture of dyes is so far largely based on coal tar products. A very small proportion of the production is petroleum based. The largest consumer of dyes is the textile industry.

(c) There are yet no firm proposals to develop coal-based organic chemicals.

Fertilizer Saving Plan

6965. PROF. MADHU DANDAVATE: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government have adopted a "Fertiliser Saving Plan";

(b) if so, what are the main features of the plan; and

(c) whether Government have agreed to the demand of the Fertilizer industry to import raw material on an emergency basis to enable it to gear up production?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) and (b). According to the Ministry of Agriculture a ten

point strategy for the efficient use of fertilisers has been evolved. The salient features of the strategy are detailed below:—

(1) Intensive drive for the use of fertilisers including micro-nutrients, manures, pesticides and control of woods in the commend area, irrigated areas and assured rainfall areas to get the maximum returns.

(2) Promotion of balanced use of fertilisers i.e., NP & K to get the maximum production and return per unit area.

(3) Scientific method of application of urea in order to control loss of nitrogen through leaching and denitrification.

(4) Delineation of areas deficient and rich in phosphates and potash on the basis of soil tests so that the distribution of these fertilisers is tailored to the requirements.

(5) Delineation of areas deficient in zinc so that such areas are supplied with zinc sulphate for increasing agricultural production.

(6) Intensification of soil testing programme to find out deficiencies of neutrients of soil and use of fertilisers according to requirements.

(7) Intensification of use of organic manure to build up soil fertility, water holding capacity and also for supply of the micro-nutrients to supplement chemical fertilizers.

(8) Control of weeds, which take away nearly 30-40 per cent plant nutrients applied to the corps.

(9) Training of farmers on latest technology of the use of inputs.

(10) Mobilisation of all the audio-visual media including radio, television, newspapers, posters leaflets, wall paintings, films, wall-writings, festivals etc. to bring home to the farmers the necessity of efficient use of fertilizers.

(c) The raw materials requirements of fertilizer industry are, by and large, met satisfactorily. The emergent requirements of industry for imported equipment and spares are also met from a special revolving fund placed at the disposal of Ministry of Petroleum and Chemicals.

Proposal to set up Petro-Complexes close to Oil Refineries

6966. SHRI JAGANNATH MISHRA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government propose to set up petro-complexes near existing or proposed oil refineries; and

(b) whether there was any proposal to manufacture 110 different items from the by-products of Barauni Oil Refinery and if so, how many items are being manufactured at present?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) Yes, it has been proposed to set up a 33,000 t/yr. DMT and 20,000 t/yr. polyester staple fibre plant at Bangaigaon based on nephtha from a 1 million tonne refinery at the same location. A proposal is also being formulated for establishing aromatics production facilities near the Barauni and/or Gauhati refineries.

(b) No. Sir.

Loss Sustained by Railways by running Empty Wagons

6967. SHRI B. S. MURTHY: Will the Minister of RAILWAYS be pleased to state:

(a) whether any estimate has been made as to the loss sustained by the Railways in 1971-72, 1972-73 and 1973-74 by running empty wagons from one area to another; and

(b) reasons for the same and steps taken to avoid such unnecessary expenditure?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) No. Sir.

(b) Empty haulage of wagons is largely inherent in rail transport. Because of unidirectoral nature of the traffic, empty wagons have to be moved to load coal, ores, mineral oil etc. Sometimes empty wagons have to be hauled to load essential commodities like foodgrains, fertilisers and salt. Instructions already exist to back-load inward released wagons to the extent possible.

New Railway Line from Ramnagar to Kathagodam

6968. SHRI B. S. MURTHY: Will the Minister of RAILWAYS be pleased to state:

(a) whether preliminaries have been completed for laying new lines from Ramnagar to Kothgodam; and

(b) when will the work be started?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b) The work of providing broad gauge link to Ramnagar and Kathgodam has been included in the Budget for 1974-75. Preliminary engineering-cum-traffic surveys to find out the best alternative for providing broad gauge link to Ramnagar and Kathgodam will be taken up shortly. Actual construction will commence after the proposed surveys are completed and the project estimates are approved.

12.10 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

REPORTED SUICIDE BY AN ASSISTANT STATION DIRECTOR OF THE TELEVISION CENTRE, DELHI

SHRI INDRAJIT GUPTA: (Alipore): Sir ,I call the attention of the Minister of Information and Broadcasting to the following matter of urgent public importance and request that he may make a statement thereon·

"Reported suicide by an Assistant Station Director of the Television Cenntre on April 11 1974 who jumped to death from the fourth floor of Akashvani Bhavan, New Delhi."

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI I. K. GUJRAL): On Thursday, the 11th April 1974, at about 11-30 a.m. Shri J. N. Gaur, an Assistant Station Director, working in the Television Centre, Delhi, fell from his room (No. 410) on the 4th floor of Akashvani Bhavan. He was immediately rushed to the Emergency Ward of Willingdon Hospital where he died soon after. The matter is under investigation by the Police authorities.

Since the matter is under police investigation, it would not be proper for me to make any statement about the circumstances of his death. But I would like to share with the House our deep sense of loss at Shri Gaur's death. He was one of the bright officers in our TV Centre greatly dedicated to his work. His reputation as a programme organiser and Producer was high and we were envisaging a brighter future for him when the new TV Organization comes into existence.

[Shri I. K. Gujral]

Shri Gaur's sudden death has caused deep anguish to all his colleagues and co-workers in the TV Centre. Our hearts go out in sympathy to Mrs. Gaur who is also working in AIR. We are deeply concerned about the family of this dedicated artiste and have decided to offer a job in AIR Shri Gaur's son after he completes his studies.

In remembrance of this dedicated worker we have decided to institute an annual Gaur prize for the best TV documentary which was the field in which Shri Gaur's contribution to TV programmes was most outstanding.

SHRI INDRAJIT GUPTA: Sir, I was just about to say that we have not come here to hear an obituary reference. After all the anguish which Mr. Gujral feels is an anguish which is shared by all of us and by the people of the country. But, I think the Minister is intelligent enough to know that the only thing which could prompt us to bring this subject as a Calling Attention Motion was our desire to be satisfied that the circumstances leading to this very sad event have nothing to do with the conditions of work obtaining at the TV Centre in general and more particularly the conditions in which Mr. Gaur himself was working specially with reference to the facilities that were available to him, the emoluments which he was drawing, the promotional opportunities which were or were not open to him and to other members of the TV Centre staff the sort of administrative or personnel policies which were followed at the Centre, these are all relevant, Sir, because this House is well aware of the fact that there have been some very sad incidents in the past. Everybody here remembers the sad case of Dr. Vinod Shah of the ICAR and the fact that ultimately, an enquiry committee had to be appointed to go into the whole matter. It is not a question of police investigation. Of course, there is one aspect—I do not doubt—which the Poilce have to enquire into, in the normal course of things. But the Police are surely not, by any stretch of imagination, the best agency or the most suitable agency to judge whether talented people in this country, whether they be scientists or technical people or artists and such other people are being made to work under conditions which are not conducive to a happy state of mind or to a contented state of mind. Is the police going to investigate into this? No. We are primarily interested in that aspect. Of course, as far as the police investigation goes, certain things have appeared in the press. I have no first hand knowledge about it and I expect the Minister to throw some light on it, if he has the requisite information. If he takes shelter behind the fact that this is a subject mater of police enquiry and, therefore, it is better for him not to say anything, well, I cannot compel him to say that.

For example, in today's papers it is suggested that some notes which he had written are missing.

MR. DEPUTY-SPEAKER: His trousers are also missing.

SHRI INDRAJIT GUPTA: Because he left these notes in the pocket of his trousers, which is missing. The Minister may perhaps say this is something which the police is investigating and trying to find out; I do not know. Naturally, these things are worrying us and troubling us.

Moreover, a story has been put out—I do not know whether in a calculated way or not—over the last few days, suggesting that Mr. Gaur was some sort of a mental case, that he had been under psychiatric treatment for some time and that he was a kind of chronic case of some sort of nervous disorder and all that. I am afraid, we are not very much convinced about it, particularly in view of the fact that Mrs. Gaur is quoted in the newspaper today as having denied said that nothing of the kind has

ever been there. If I may just mention the fact as it is quoted here in the newspaper:

'(Mrs. Gaur emphatically denied that her husband was undergoing psychiatric treatment or had attempted to commit suicide any time in the past.

Mr. Gaur some times look 'calmpose' when over worked and tired.."

Many people including perhaps many Members of Parliament at some time or other had been directed by their doctors to take tranquillizers like Calmpose, which is mentioned here, which is a very mild tranquilizer.

MR. DEPUTY-SPEAKER: The way things are going in the House, we have to take it some times!

SHRI INDRAJIT GUPTA: Perhaps the Speaker and the Deputy-Speaker have to resort to Calmpose sometimes; I do not know.

Mrs. Gaur has also been quoted as saying that something must have happened to provoke him to take this drastic step and that was not something connected with his family life or domestic reasons. She has also said that to make any such suggestion would really amount to vilification of the late Mr. Gaur.

It is because of these things that we have raised this question. There are reports, complaints and allegations that all is not well with the set-up of the TV Centre and that there is a great deal of discontentment among the TV staff.

For example, there is a complaint that the emoluments of the TV staff are perhaps less than, or at least not more than, those of the radio staff artistes. I presume I am ignorant about this matter and I would like to be enlightened, it seems from commonsense, that the TV staff artistes, who work on the basis of a higher form of technology, should be expected to get better emoluments.

Then there is the question of promotional opportunities. There have been complaints about lack of equipment and lack of other technical facilities. There have been complaints about the bureaucratic attitude of some of the high-ups in the TV Centre. I may just mention—if you would permit me to quote, because this is also a newspaper report as we have no other source of information, it says:

"It was alleged that the pressure of work had resulted many tragedies for the TV staffers. There was the case of a projectionist who even when he was seriously ill did not get leave and died after he had a severe attack while on duty."

I do not know whether it is true. The hon. Minister can enlighten us. Then it says:

"There was a compere who could not be given leave to be by the side of her dying daughter and she faced the camera minutes after receiving the news of her death over the telephone. There was a programme executive who died because he was not given leave to go to doctor and was taken to a hospital after having collapsed in the office. There was a staff car driver who burnt himself to death because of the treatment meted out to him by an officer, it was alleged."

These are all allegations. I do not say that they are necessarily inter-connected and all that. Nothing would be farther from my intention than to suggest that. But the fact remains, and it has come to light as a result of adequate enquiries that there are a number of such institutions and government bodies in this country, employing a large number of staff, where the administrative procedure, the personnel policy, the attitude of the high-ups towards staff, the question of emoluments, promotional opportunities, facilities or workload has created such a vicious atmosphere. Because, there

[Shri Indrajit Gupta]

seems to be no doubt that Shri Gaur was certainly under some strain and heavy pressure of work. There are these notes which have been referred to not the ones which are missing along with his tousers. In one of these notes, be is reported to have written to his immediate superior, Mr. Chawla saying, 'I am very sorry, Mr. Chawla. I cannot cope up with the work." What does it mean? It means he was under an extra-ordinary pressure or work load which he could not cope with.

These things have all disturbed us very much. I had really expected that the Minister would anticipate the type of questions and the type of anxiety which is troubling us and that he would not come forward only with anguish and sorrow. That is not what we expected from him.

I would like to know from him whether, in view of all these allegations and complaints which are now coming to light and which may have a direct or an indirect bearing on the immediate tragedy of Mr. Gaur which has been brought to the public notice—otherwise, it might not have been brought to the public notice at all—the Government will be agreeable to set up some form of Inquiry a Commission of Inquiry, with some respected public persons in charge to go into the whole set-up and the working of the T.V. Centre, to see whether there are any avoidable strains and stresses to which the staff are being subjected to see whether any injustice is being done to them, to see whether there are any justifiable causes of discontent which may be there, so that the whole thing can be, if necessary, properly re-organised and put on a proper, sound and healthy footing. Also, we may be able to learn from such an Inquiry better than from a police investigation which is going on only in things like, finger-prints, clues, missing trousers, etc That is all very well for a criminal investigation. But we are more concerned with human values, not with the fingure-prints on the window sill, and we are more concerned with what are perhaps the indelible marks on the soul and the spirit of the talented people who work under all sorts of constraints and pressures in this country.

I want to know from him whether he will be far-sighted enough to consider the setting up of a proper commission of Inquiry to go into entire working of the T.V. Centre and to see that the staff there and the telented people there are given full scope for working according to their talent and are not sujected to avoidable indignities or to any form of pressure or constraint which may lead to such tragedies as that of Mr. Gaur.

SHRI I. K. GUJRAL: Sir, when I made the statement, I was naturally handicapped by two things. One was that the full facts have not yet come out. That does not mean that I was not willing to share with my hon. friends here the general situation about the working of the T.V. Centre.

One thing my hon. friend will particularly agree with me is that the type of persons who make a success in a medium like T.V. must possess a highly sentitive mind and only then the creativity comes. A creative mind which is very sensitive sometimes. Unfortunately in sad circumstances can over-react. A creative mind also is something different that my mind or the mind of some of our friends here or the mind of a normal person. In this particular case, since Mr. Gaur was one of the very few persons who was a very sucessful creative artiste, if Mr. Gaur reacted to certain things which a normal person may not react to, it is a sad thing for all of us.

So far as the general situation in the T.V. Centre is concerned, I can say with a degree of satisfaction—I cannot say that working conditions anywhere, in any set-up, are ideal—that here is a new discipline which is coming up, a new set-up which is being set-up. We are trying to choose people,

whether from Delhi or Bombay or elsewhere, who have an extra sense of devotion, an extra sense of dedication and extra sensitivity. These people are trying to build a system within limitations also. We have got equipment which is new. We are importing from time to time from abroad. We cannot really make as much investment in the hardware as we would like to. But even then it would be perhaps, a wrong statement on the part of any paper to say that we are handicapped for want of equipment. We are not; by and large, we are able to meet our needs. After all, we are putting out programmes only for four hours far the time being and the school programme. The type of work which Mr. Gaur was doing and in which he was an extra-specialist was outdoor documentaries. Yesterday I had the misfortune of participating in the condolence meeting where the staff members, his friends and admirers were there. One after another spoke how sensitive he was, how dedicated and how much a lover of work he was. He was one of those persons who would like to do more work; he was one of those very unusal type of people who would take on himself more than what he was called upon to do in the normal routine of things. As I said, we were thinking in terms of having a new set-up of TV system and we were hoping that Mr. Gaur would prosper.

Regarding emoluments, I do not say that the emoluments in our set-up are very ideal; but within the limitations that there are, I am told that Mr. Gaur's last emoluments the basic pay and allowances, were of the order of about Rs. 1100. Mrs. Gaur is also working in All India Radio, on another side, and she is drawing approximately Rs. 800. So, from that point of view, it is not as if there were some hard circumstances. The income of the husband and wife, put together, was of the order of Rs. 2,000. They have only one son. So it is not as if the family burden was very heavy on them..

The promotional opportunities for Mr. Gaur were not bad. Mr. Gaur was on the radio side. He flowered more when he came on the TV side that is why he was promoted to the Assistant Director level quickly. And every one was happy that a man like him was promoted—those who worked under him, those who worked with him and those under whom he was working. Therefore, although we are sad about this, I would not like you to compare this with what may or may not have happend in I.C.A.R. This is a case entirely different from the other cases that have been referred tc. Some notes are missing; certain things are missing. The police will look into those things and will definitely come to conclusions, and when they give their report, I would be very glad to share that with my friends here.

The salaries of people who are working in All India Radio have been a subject of discussion of the Pay Commission recently. I would not say that the recommendations made are very ideal; but, to a considerable extent, they are being improved. I think, now these recommendations are being made applicable to this category of people also. Therefore the conditions, so far as salaries are concerned, will be considerably better.

One of the papers, to which Mr. Indrajit Gupta has drawn my attention, has referred to ealier cases. I think, those cases have been quoted somewhat out of context, and particularly in terms of time they are entirely out of focus. He referred to the case of a Projectionist who died in 1967. This gentleman, Mr. Sadasivam, who died of illness. He was admitted in the hospital and he died there. No allegation has been made, so far as I am aware; I have not been able to trace the file, but so far as I am aware....

SHRI INDRAJIT GUPTA: The allegation is that he was not given leave.

SHRI I. K. GUJRAL: So far as records go, this is not borne out by any evidence available to us. There were

[Shri I. K. Gujral]

other cases also; for instance, in Aug. 1972 we lost a Programme Executive by name Shri Sahai.

Mr. Sahai came to office in the morning. He was hale and hearty. He worked in the morning. He had his lunch in the afternoon. After lunch he suddenly felt sick. He was taken to the hospital. He had a massive heart attack and he could not survive. These are some of the tragedies which overtake human-beings whether they are working in the All India Radio or whether they are not working in the All India Radio I think, from these two, to come to certain conclusions may not be right.

Another case has been reported in the Press about a lady who is working in the Radio about the sad incident of her daughter's death. I have looked into this this morning after seeing the paper. What I am told is that she came at 6.30 in the evening to the TV studio. She made an opening announcement and then she received a telephone call that her daughter was not well. She went back but unfortunately, her daughter died. But no such case was made out that she was not treated well and in this particular case, she had some difficulties about her promotion and she had been submitting applications for promotion, etc. But never in the last three to four years, have I ever come across an application from her that she was not treated well in the Department as such.

About the driver's case which has been referred to, I have not been able to trace it. I have asked them to let me know whether any such incident took place.

One thing I can assure my friend, Shri Indrajit Gupta particularly and through you the House, that so far as I am concerned and so far as we are concerned, our Ministry is a very small Ministry compared to other Ministries which are vast and sprawling. Here, we try to work in an atmosphere where we know more about each other comparatively. Here, we try to work in circumstances, because it is a creative Ministry, more conducive and a more family-like atmosphere has to be created so that creativity takes places. I can assure him that by and large it is a very satisfactory atmosphere. Even two days ago I attended a conference of Programme Executives. No complaint of any of this type was made. Earlier, last week I attended a conference of Staff Artistes. Complaints about more salaries etc. were there. But, by and large, there is a feeling of a family atmosphere, friendship and friendliness. Therefore, the question of there being tensions all around is not there. It is so, fortunately, unless my friend Shri Jyotirmoy Bosu feels unhappy wherever he sees that tensions are not there, because he would like tensions to be there. But, in this organisation he cannot find it.

I can only tell Mr. Indrajit Gupta that again I will definitely look into it further and, if need be, I will go into it deeper and if any amendments are needed, definitely they will be undertaken. becaus we are very keen that this organization should continue to serve the public better.

SHRI INDRAJIT GUPTA: Why do you think that a person like Mr. Gaur jumped out of his window?

SHRI I. K. GUJRAL: I cannot hazard a guess because it may go wrong and it is not fair.

SHRI INDRAJIT GUPTA: Because it will lead to the conclusion that he could not have jumped out of the window? Something must be there. His wife says that something must have provoked him to take a step like that.

SHRI I. K. GUJRAL: So far nothing has come to our notice.

SHRI INDRAJIT GUPTA: You must ask for an inquiry.

SHRI I. K. GUJRAL: That is what I am saying. After the Police inquiry is over, if a deeper probe is needed, I will definitely consider it.

My friend asked whether he took tranquillizers and whether he was mentally ill or not. So far as I know there is no case history of his having been mentally ill.

One thing I may say in passing. So far as his relationship with his superiors is concerned, the confidential reports all along have been very good and his superiors even in the last report have given him an exceedingly good chit. That shows that his relationship with his superiors was all the time very good. Even last time when he was to be promoted to the post of Station Director, when the panel in which he was selected was expiring, because his superiors were fond of Mr. Gaur, they extended the term of the panel so that Mr. Gaur could be promoted.

MR. DEPUTY-SPEAKER: Shri M. Kalyanasundram-not here.

Shri Jagannath Mishra.

श्री जगन्नाथ राव मिश्र (मधुबनी) : श्रीमन् मुझे बहुत दुख के साथ कहना पड़ता है कि श्री आनन्द नाथ गोड जी के असामयिक और अप्रत्याशित निधन से देश ने एक महत्वपूर्ण कलाकार खो दिया और उसने उसकी महत्वपूर्ण सेवा से अपने को वंचित कर दिया। यह एक साधारण मृत्यु की घटना नहीं है। यह आत्म हत्या की घटना है जो विशेष चिन्ता का कारण है। इस प्रसंग मे इससे पहले कि मैं सरकार से कुछ जानकारी हासिल करू इसी पृष्ठभूमि में मैं यह कहना चाहूंगा कि वे एक बड़े सफल कलाकार थे, भिज्ञ और जानेमाने व्यक्ति थे। वे आल इंडिया रेडियो में लगातार एक ही पद पर 16 वर्ष काम करते रहे। वे एक विशेष प्रशिक्षण के लिये जर्मनी गये वहां से आने के बाद टी० वी० में एक एक्जीक्यूटिव की जगह पर काम करते रहे। यहां भी उन्हे अत्याधिक समय देना पड़ा लेकिन उनकी तरक्की का कोई प्रश्न ही नहीं उठा जिससे वे ज्यादा परेशान रहे। तीन वर्ष पूर्व जब उनकी तरक्की की बात आई तो जो उनके पदाधिकारी थे उन्होंने यह कह कर उनकी तरक्की को रोक दिया—इट इज नाट पौसिबल टु स्पेयर हिम। इस तरह वह प्रमोशन से वंचित रहे और बिना किसी दोष के वे दण्ड के भागी होते रहे। इस लिये उनके मन पर स्ट्रेन पड़ना स्वाभिक था।

श्रीमन् उन्होंने जो आत्म हत्या की उस के पहले कहा जाता है कि उनकी कोई डिपार्टमेन्टल मीटिंग थी और उस मीटिंग मे जो उच्च पदाधिकारी थे वे उपस्थित नही थे और जो कर्मचारी या उन के समान जो और लोग वहा पर उपस्थित थे उनसे उन का विरोध हुआ। इस लिये यह शंका उठती है कि इस तरह की जो पूर्व मीटिंग हुई क्या उसमे जो बड़े अफसर थे, वे उपस्थित थे? यदि उपस्थित थे तो क्या उस समय इनसे कोई मतान्तर हुआ था।

इस के साथ ही यह प्रश्न भी उठता है कि क्या अपने संबंध मे या अपने विभाग के विस्तार के लिये उस की प्रगति के लिये उन की कोई योजना थी, जिस पर विशेष ध्यान नही दिया जाता था और न मालूम किन अज्ञात कारणों से उसे रोक रखा गया था जिस से उन के विभाग पर बहुत बुरा असर पड़ा। ये बहुत सारे प्रश्न है जो लोगों के मन में शंका उत्पन्न करते है कि टी० वी० और आल इंडिया रेडियो में काम करने वालों के साथ उचित इन्साफ नहीं होता है, उन्हे समय पर तरक्की नही दी जाती है, उन को अत्यधिक काम करना पड़ता है और जो उन की सेवाये है उन का सही मूल्यांकन नही होता है उन्हें उचित वेतन नही मिलता है कोई रिवार्ड नही मिलता है, जिस से वे हताश और परेशान हो जाते हैं और परेशानी की हालत में. . . .

MR DEPUTY-SPEAKER: You have put two new questions Let him answer.

श्री जगन्नाथ मिश्र इन परिस्थितियो मे मैं सरकार से आग्रह करूंगा कि जैसा गुप्ता जी ने कहा है कि सरकार एक कमीशन नियुक्त करे और उसके जरिये पता लगाने की कोशिश करे कि किन परिस्थितियो मे गौड साहब आत्म हत्या करने को बाध्य हुये उनके साथ क्या कठिनाई थी, क्या परेशानी थी और वह परेशानी उसी दिन की थी या उस के पूर्व की थी। यह इस लिये भी आवश्यक है कि जैसे पहले विनोद शाह की आत्म हत्या हुई, कही उसी तरह की घटनाओ की पुनरावृत्ति तो नही हो रही है।

MR DEPUTY-SPEAKER. Let him answer.

श्री जगन्नाथ जोशी हमारे कलाकारो की रक्षा के लिये क्या मंत्रालय इस सुझाव को उपयुक्त समझता है कि वह अपने यहा एक सेल की स्थापना करे, जो ऐसे लोगो की मागा को सुना करे और उन का उचित फैसला किया करे जिस से उन के हृदय पर कोई स्ट्रेन न पडे ..

MR DEPUTY-SPEAKER· You have already put two and this will be your third question You cannot go on and on I am not saying that it is not a question.

I am not saying that it is not a question It is a question.

SHRI JAGANNATH MISHRA: Thank you, Sir. I am now concluding.

MR DEPUTY-SPEAKER: Please conclude now.

श्री जगन्नाथ मिश्र इन प्रश्नो को मद्देनजर रखते हुए मैं स्पष्टत मंत्री महोदय से जोकि बडे कर्मठ और व्यापक हैं अपेक्षा करता हू कि मेरे द्वारा उठाये गए सवालों का सतुलित जवाब देंगे जिससे

MR. DEPUTY-SPEAKER: Let him answer that also whether he is a dedicated person or not.

श्री आई० के० गुजराल उपाध्यक्ष जी श्री जगन्नाथ मिश्र जी ने करीब करीब वही बातें कही हैं जो श्री इन्द्रजीत गुप्त जी ने पहले कही थी और जिनका जवाब देने की मैंने कोशिश की। आपने जो सवाल उठाया वह तरक्की के मुताल्लिक था। गौड साहब की तरक्की क्या बात है गौड साहब तो पिछले वर्ष ही असिस्टेन्ट डायरेक्टर बने थे, 2 अप्रैल, 1973 को। (व्यवधान) आल इंडिया रेडियो मे वे टी० वी० की तरफ 1967 मे आये थे और पिछले 6–7 सालो से टी०वी०की तरफ से काम कर रहे थे। इसीलिये उनको जर्मनी भेजा गया था काम सीखने और ट्रेनिग लेने के लिये जहा से वे लौटकर आये तो उनको इस काम मे लगाया गया। इस काम से खुद उनको बहुत तसल्ली थी जो कि व अपने आम साथिया से कहा करते थे कि उनका यह काम बहुत पसन्द है। (व्यवधान)

श्री जगन्नाथ मिश्र आपने नोट मे लिखा है

MR DEPUTY-SPEAKER I shall frame the two, three or four questions which he has asked. His first question is whether there were contempts in that meeting that took place just before he committed suicide, whether Shri Gaur has submitted a scheme which was cold shouldered by the T V. Organisation; whether you are going to set up a Cell within the T V. Organisation to look into the salaries and perquisites of workers there and, fourthly, whether he has repeated the same thing which Shri Gupta asked—you are going to set up an inquiry to go into the whole question.

These are your questions Please do not repeat. You will never be satisfied. How respectful I am in noting down every little thing that you said.

SHRI JAGANNATH MISHRA. Thank you, Sir.

SHRI I. K. GUJRAL: So far as the meeting was concerned, as far as I know, there was no reason for any tension being caused. As a matter of fact, the Station Director of the T.V. was not present in that meeting. There was nobody superior to him present at that meeting. Two persons who were seniormost to him and another person of the same rank who was his close friend whom he had promised that he would go with him for a cup of coffee after the meeting before this unfortunate incident took place, were also present.

So far as any plan for T.V. was concerned, I am not aware of any plan having been submitted by him which might have been accepted or rejected. But, I shall again enquire into this. At the moment, I am not aware of it.

So far as setting up of the Cell is concerned, there is already an inbuilt system where all the complaints, difficulties etc. are looked into. I have not been able to come across even a single note, so far as I have seen the papers, where Shri Gaur should have said anything concerning his own service condition and his own difficulties. He never made any oral representation, so far as I know, either to me or to his superiors which could have been rejected or which could have been accepted.

So far as enquiry is concerned, I have to await, before coming to any decision, the findings of that inquiry.

श्री जगन्नाथराव जोशी (शाजापुर) : उपाध्यक्ष महोदय श्री जो० एन० गौड़ जैसे बड़े अधिकारी का आकस्मिक अन्त केवल दुख का विषय नहीं है किन्तु सभी इसके बारे में कुछ गंभीर चिन्तन करें ऐसा यह विषय है। जो बातें सभी ने कहीं हैं उनमें मैं बिल्कुल नहीं जाऊंगा मैं केवल एक ही बात पूछना चाहता हूं कि पुलिस की जो जांच हो रही है वह केवल आत्म हत्या के बारे में होगी परन्तु जिस कारणवश वे आत्म हत्या करने तक आत्मघात करने तक प्रवृत्त हो गए उसमें पुलिस जा नहीं सकती है इसलिये जैसा कि श्री इन्द्रजीत गुप्त जी ने भी सुझाव दिया है क्या वहां की सारी व्यवस्था की पूरी जांच करने का प्रयत्न सरकार करेगी क्योंकि मंत्री महोदय ने क्रिएटिव आर्टिस्ट्स सृजनशील कलाकार का उल्लेख किया था। जहां तक सृजनशील कलाकार का संबंध है वह अपनी प्रतिभा का अविष्कार खुले रूप में करना चाहता है। यदि किसी भी रूप में प्रतिभा का अविष्कार करते हुये उसको बाधायें खड़ी की जाती हैं तो उसको वह पसन्द नहीं करता। जैसे गौड़ साहब पश्चिम जर्मनी जाकर वहां से प्रशिक्षण पाकर आये थे वैसे ही सबसे पहले इसी दिल्ली के लिए महाराष्ट्र के एक ख्यातिनाम वक्ता, नाटककार, लेखक श्री देश पांडे भी इसी के लिए प्रशिक्षण पाने के लिये इंग्लैंड गए थे। वहा से शिक्षण पाकर यहां दिल्ली में आये लेकिन यहां पर वे रह नहीं सके छोड़कर चले गए। तो आत्महत्या तक करने के लिये क्रिएटिव आर्टिस्ट प्रवृत्त क्यों होता है ये एक साइकलोजिकल प्रश्न है मनोवैज्ञानिक प्रश्न है जिसके अन्दर हमको जाना पड़ेगा। आपने कहा डाक्टर विनोद शाह क. सत्र न कहा क इ के साथ संबंध रखता है किन्तु आखिर इस देश में ऐसे जो परिश्रमी वैज्ञानिक हैं वे आत्मघात करने के लिए प्रवृत्त हो जाते हैं यह चिन्ता का विषय है। एक बात मैं यह मंत्री जी की जानकारी में लाना चाहता हूं कि न केवल वहा अव्यवस्था है कुछ अभाव है कुछ और चीजें भी हैं यही नहीं किन्तु इतने साल काम करने के बाद जब वे इस नतीजे पर पहुंचते हैं कि इससे आगे मार्ग नहीं है शासन वर्ग के बारे में सोचते हैं कि हमको न्याय नहीं मिलेगा कुछ ठीक नहीं होगा इस प्रकार जब वे निराश हो जाते हैं तभी आत्मघात करने के लिए प्रवृत होते हैं। जब उसको कदम कदम पर घुटन महसूस होती है उसकी प्रतिभा कुंठित की जाती है तभी जाकर यह सारा होता है। इसलिये मैं दो चीज क्रिएटिव आर्टिस्ट के बारे में पूछना चाहता हूं क्योंकि इसके बारे में सवाल पैदा होता है। मैं पूछना चाहता हूं कि चन्दा कमेटी ने सिफारिश की थी कि सरकार उसको मुक्त करके

[श्री जगन्नाथ राव जोशी]

स्वतन्त्र रूप में खड़ा कर किन्तु सरकार ने अभी तक उस पर विचार नहीं किया । जहां तक आर्टिस्ट का सवाल है चूंकि जो सरकार है वह तो हर बात के लिये कमिटेड चाहती है An artist will never be Committed. He will be Committed to his art only वह अपनी कला का अविष्कार कैसे करे यह स्वंय देख लेगा । इसलिये यह भी सरकार को बताना चाहता हूं जब वह इस नतीजे पर पहुंचता है कि अब कोई रास्ता नहीं सब रास्ते बन्द हैं न्याय नही मिलेगा कोई जांच नहीं होगी कम से कम इस प्रवृत्ति के बारे में भी सरकार गहराई से जाकर सोच विचार करे । श्री इन्द्रजीत गुप्त जी ने जो सवाल उठाया था उसका उन्होंने पूरा जवाब नही दिया इस लिए मैं फिर दोहराना चाहता हूं कि उसकी पूरी जांच की जाये ताकि व्यवस्था ठीक ढंग से रहे और आगे चल कर ऐसी घटना न हो ।

श्री आई० के० गुजराल : जोशी जी ने दो बातों को मिलाने की कोशिश की है— क्रिएटिव आर्टिस्टस और फिर सरकार की नीतियां । अच्छा होता आज इस मौके पर पर कम से कम हम सरकार की और बातो के मुताल्लिक न कहते तो आज की बहस कुछ और शकल ले लेती । (**व्यवधान**)

श्री श्यामनंदन मिश्र (बेगुसराय) : आप सबसे बड़े क्रिएटिव व्यक्ति है ।

श्री आई० के० गुजराल : मिश्रा जी मै और मुझ में एक चीज साझी है कि हम दोनों क्रिएटिव आर्टिस्ट हैं हम खबरों को क्रिएट करते हैं । (**व्यवधान**) लेकिन यहां जोशी जी ने क्रिएटिव आर्टिस्ट के बारे में जो बताया वह बहुत हद तक ठीक है क्योंकि क्रिएटिव आर्टिस्ट का मन सेंसिटिव होता है । लेकिन दो बातों का ध्यान रखना चाहिए । क्रिएटिव आर्टिस्ट दो तरह के होते हैं एक तो वे जो ऐसे काम करते हैं जो व्यक्तिगत होते हैं कोई अपने कमरे में बैठ कर पेंटिंग करता है कोई अपने कमरे में बैठकर किताब लिखता है या कविता लिखता है लेकिन एक दूसरी तरह का क्रिएटिव वर्क होता है जिसमें दूसरों के साथ सहयोग से काम करना होता है चाहे थिएटर की बात हो टी० वी० के प्रोग्राम की बात हो या फिल्म बनाने की बात हो उसमें लेन देन चलता है और जब लेन-देन चलता है तो उसमें कुछ लेना होता है और कुछ देना होता है । कई लोग उस फ्रेम के बाहर निकल जाते हैं कई लोग छोड़ जाते हैं देशपांडे जी जैसे या जैसे रविशंकर जी रेडियो में आये और नहीं चले ।

कई लोग फिल्म में आते है, लेकिन बाहर चले जाते हैं । मुझे उन से कोई शिकायत नही है । नही यह कहना है कि जो सिस्टम सरकार चलाती हैं, या जो लोग अपना जाती काम करते हैं गलत काम करते हैं । लेकिन जरूर इस देश में ऐसा माहौल पैदा होना चाहिए कि क्रिएटिव आर्टिस्ट को मौका मिले अपनी पूरी क्रीएटिविटी को लोगों के सामने लाने का । इसलिये एडजस्टमेंट की खास बात है । टी० वी० सिस्टम जो नया नया आपके सामने लाने की कोशिश कर रहा हू वह सही है कि इसको अटोनामस कर डाले । इसको अटो— नामस कर डालेंगे तो सरकार के बहुत से रूल्स अलग हो जायेंगे लेकिन फिर भी जब तक समाज के अन्दर एक आर्टिस्ट को रहना पड़ता है तो कुछ न कुछ लेन देन करना ही पड़ता है कुछ न कुछ जहनी बोझ उठाना ही पड़ता है ।

SHRI VASANT SATHE (Akola): The hon. Minister has already clarified that Shri Gaur was not a patient of any mental disorder either now or before....

MR. DEPUTY-SPEAKER: We are not sure about 'now'. I think he means 'before his death'.

SHRI VASANT SATHE: By 'now' I meant 'at the time of the death'.

PROF. MADHU DANDAVATE (Rajapur): Now, he is suffering from nothing.

SHRI INDRAJIT GUPTA: Now, he is at peace.

SHRI VASANT SATHE: I hope so. Now, the question that arises is this. Why should a creative artiste like him be forced to take this extreme step? I would like to refer to the very touching note which he had sent to his wife where he had said 'Hope, darling, if summer is so bad for me, how bad will winter be for you?'.

Has the hon. Minister tried to find out what interpretation 'Hope' has to give about this note sent to her? Why was he feeling that summer was so bad? As a creative artiste, I believe he meant this as a poetic reference and not a literal reference to the summer which we are seeing:

MR. DEPUTY-SPEAKER: It sounds very poetic.

SHRI VASANT SATHE: The creative artiste that he was, that is the only way in which we can look at it.

MR. DEPUTY-SPEAKER: Could it be the other way round as Shelley has put it:

"If winter comes, can spring be far behind?"?

SHRI VASANT SATHE: In that theme this seems to have been written, it shows what concern he must have been having for his family also. The hon. Minister had said that he was getting Rs. 1100 and his wife was getting Rs. 800 and that seemed to be all right. I feel sorry at that. Here was a creative artist doing work in TV where he had to do films and documentaries; the normal comparison should have been with an artist like him in other countries or even in the film industry. Does the hon. Minister think that Rs. 1100 which a senior stenographer would draw these days is the pay that he should pay to an artist, an Assistant Station Director who was producing, as the hon. Minister himself had said, such marvellous creative documentaries and other films....

SHRI S. M. BANERJEE (Kanpur): Even an MP gets more.

SHRI VIKRAM MAHAJAN (Kangra): An MP gets less.

SHRI VASANT SATHE: I would like to know from the hon. Minister how he is going to reorganise the TV centre which is different from AIR. The hon. Minister has stated that he has an idea of reorganising it. Is he going to have sufficient funds for the reorganisation and put it on a proper footing?

I am told that the TV equipment is not up to date. I am also told that the staff is not adequate. Here also there is the domination of the bureaucracy. There is a report that the hon. Minister inaugurated a convention and one of the resolutions adopted at the convention had demanded an end to the practice of deputing AIS officers to the posts of Deputy Director-General (Administration) and Director-General. This is surprising. Do you have this pernicious practice of sending IAS people even to the Radio and TV? Are you going to stop it or not? Please intervene and see that at least in this sphere we have professional men. Are you going to consider this aspect?

These are the basic questions that arise in the context of the very tragic death of a great artist.

SHRI I. K. GUJRAL: When I mentioned about the salary, perhaps my hon. friend did not get me aright. I have not said that this was a very satisfactory salary. I only said that between husband and wife they were earning about Rs. 2,000 and this did not seem to be something to cause a strain on his mind which could push him to this very sad situation.

I do know that the salaries for artists working in the governmental set-up cannot compare with those of people who work outside. But may I say this? One of the newspapers has written that we pay fabulously to those who come from outside for doing

[SHRI I. K. Gujral]

TV documentaries. This is not correct. The amount we pay for a TV documentary varies from Rs. 1,000 to Rs. 3,000. So it is not as if the comparison is that remote, that persons working here get far lesser amounts. Not that I am pleading that what they are getting is all right. I am particularly keen that my hon. colleague, the hon. Finance Minister should help us in this matter (*Interruptions*).

SHRI VASANT SATHE: Do you not think that there should be some parallel between an IAS officer's salary and that of an officer of the same rank here?

SHRI I. K. GUJRAL: This is a discussion which has to be held with somebody else. I am not the deciding authority as to what should be the salary.

SHRI VASANT SATHE: Can you get more funds so that you can do justice to your staff?

SHRI N. K. P. SALVE (Betul). Is there resentment against the IAS officers in your Ministry?

SHRI I. K. GUJRAL: We have got only two IAS officers in the whole AIR set-up, the Director General and the Deputy Director-General (Administration). So far as TV is concerned, the Deputy Director General in charge of it is a professional person All the professional jobs are being held by Deputy Director-General who are professionals Only the Deputy-Director General. (Administration) is an IAS officer He was inducted in very sad circumstances, some years ago. You know the AIR has different disciplines, engineers, staff artists programme executives and so on. Each one of them felt that if a Deputy-Director General in charge of Administration was appointed from one of these disciplines, he would not do justice to the other disciplines. It was because of this mutual sort of suspicion that way back in the 60's Government decided to have the Deputy Director General (Administration) from service outside. That was why he was induced. But if mutual friendliness increases—it seems to be increasing—I will be very glad to readjust on that account.

So far as professionalism is concerned, I am all for it because I do feel that professional services like AIR must be definitely and totally professionalised. This was the line I took when I attended their conference. In the presidential address when they put across the idea that we should have only professional people and also the idea that we should have a more autonomous set-up, I said they were having plagiarist thoughts because I was thinking on the same lines. I am going to enforce this and push it through. I will consider myself lucky if within my tenure in this Ministry we are in a position to reorganise the Radio and TV both on more autonomous lines, which I am taking steps to do.

SHRI VASANT SATHE: What about equipment?

SHRI I. K. GUJRAL: When Shri Indrajit Gupta was asking about it, I had said and I repeat, that I do not have reason to feel that the equipment we have is in any way substandard. Recently we have imported some equipment. Our difficulty is not in regard to equipment but in regard to studios because we are working in improvised studios. Fortunately, in this Plan we have been sanctioned a new studio in Mandi House, the design for which has already been approved, and steps are being taken thereon.

12.59 hrs.

QUESTION OF PRIVILEGE

ALLEGED MISLEADING INFORMATION GIVEN BY THE MINISTER

SHRI JYOTIRMOY BOSU (Diamond Harbour): I thank you for giving your consent to raise a question involving a serious breach of privilege

of the House. The facts of the case are as follows:

Unstarred question No. 2093 reads as follows:

"Will the Minister of Home Affairs be pleased to state:

(a) Whether the Union Government have examined the judgment of the Gujarat High Court declaring as illegal the order that persons violating curfew are liable to be shot;

(b) If so, the reaction of the Government thereto; and

(c) whether the Union Government have issued orders to the State Governments not to resort to firing during the curfew?"

13.00 hrs.

In reply, Shri F. H. Mohsin, Deputy Minister on behalf of his Minister, stated:

"(a) and (b). The Gujarat High Court have declared as illegal any notification passed under section 144 Cr. P.C., announcing that a person committing breach of such order shall be liable to be shot. No order was issued by the State Government or the Police Commissioner to shoot at persons violating the curfew.

(c) No, Sir."

Now, I have been able to get a true copy of the judgment of the Gujarat High Court. At page 7 of the judgment, it reads:

"The petitioner has alleged.—The press and the radio had in the wake of the Curfew Order and the 'Important announcement' announced in their turn to the people that anyone who commits breach of the curfew order would be liable to be shot at."

Then, the other relevant portion is:

"What, in our opinion, the State has done by issuing the executive directions to its law and order forces to act upon is.." "In our opinion, therefore,...."

Arising out of what I have stated, it is not only a question of breach of privilege, but it is an encroachment on human rights, if we claim ourselves to be civilised and democratic, passing orders to shoot at sight, as they have been doing in Bihar, and as they have done in Gujarat, which the judges had the courage to turn down altogether,—

MR. DEPUTY-SPEAKER: You are going out of the written text.

SHRI JYOTIRMOY BOSU: I am coming to it, Sir. The judgment says:

"In our opinion therefore, the executive directions contained in the 'Important announcement' in so far as they hold out to the members of the public the threat that a curfew breaker for a mere breach of the curfew order is liable to be shot at is *ultra vires* their powers and also *ultra vires* section 144 of the Code of Criminal Procedure, Section 20 and 21 of the Constitution and is, therefore, void and of no effect whatsoever."

You will see from the judgment that the Minister and his deputy have deliberately misled the House. This is a clear case of breach of privilege and I trust that you will appreciate the seriousness of the matter and send this issue to the Privileges Committee.

AN HON. MEMBER: It is a clear case of breach of privilege.

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F. H. MOHSIN): Sir, I have just received the notice.

SHRI JYOTIRMOY BOSU: Sir, the question was meant for Shri Uma Shankar Dikshit, the Home Minister, and Shri Mohsin had replied only on his behalf. Therefore, it is essential that on a serious matter like this, the Minister of Home Affairs himself remains present in the House. This

[Shri Jyotirmoy Bosu]

is showing disregard to the House day in and day out. Thhe Minister himself should have been present in the House to reply to this.

MR. DEPUTY-SPEAKER: Your notice itself mentions the name of Shri F. H. Mohsin.

SHRI SHYAMNANDAN MISHRA (Begusarai): It must be just a departmental reply. It is deemed to be given by the Home Minister himself, and so the Minister must be present. (*Interruptions*):

MR. DEPUTY-SPEAKER: Kindly listen to me. The notice of Shri Jyotirmoy Bosu does mention the name of Shri F. H. Mohsin.

SHRI JYOTIRMOY BOSU: I had stated—

MR. DEPUTY-SPEAKER: I have got your notice here.

SHRI JYOTIRMOY BOSU: On behalf of the Minister, he had replied the other day. I am afraid you have not understood my point.

MR. DEPUTY-SPEAKER: I know that.

SHRI JYOTIRMOY BOSU: You have said something which is incorrect. I have said in my letter, "In reply, Shri F. H. Mohsin, Deputy Minister on behalf of his Minister, stated."

MR. DEPUTY-SPEAKER: You have said that the Minister has deliberately misled the House. Mr. Mohsin who replied is alleged to have misled the House.... (*Interruptions*). This is tweedledum and tweedledee.

SHRI F. H. MOHSIN: I have just now received a copy of the privilege motion and I shall look into the papers and I shall be making a statement tomorrow.

MR. DEPUTY-SPEAKER: Tomorrow he will be coming with a statement.

SHRI S. M. BANERJEE (Kanpur): There was some contradiction and inaccuracy in the answers of Mr. Mirdha about the Lt. Governor and the land deals. We have got all the facts here.

MR. DEPUTY-SPEAKER: I shall give you information about that. Yesterday this question was raised. Shri Jyotirmoy Bosu has given notice of a privilege motion. Shri Vajpayee has given notice under direction 115. I have admitted this under 115 and the Minister will be making a statement on the 19th. Kindly wait.

SHRI S. M. BANERJEE: We can wait till 19th May even. But the whole question is this. We have got these documents here. It is said that the Lt. Governor is trying to destroy certain documents. The Home Minister should ask the Lt. Governor not to remain in his office. Let him resign.

MR. DEPUTY-SPEAKER: It is a serious allegation that you are making and I shall ask the Minister to look into it.

SHRI S. M. BANERJEE: The Lt. Governor must go.

MR. DEPUTY-SPEAKER: Why do you not allow me to speak? There is a very serious allegation made by Mr. Banerjee that the Lt. Governor is trying to destroy documents. I think he has made it with all responsibility.

SHRI VIKRAM MAHAJAN (Kangra): What is the penalty if it is wrong?

MR. DEPUTY-SPEAKER: I do not know. We have freedom of speech. The only thing is that the Home Minister should look into this because of the seriousness of the allegation. Papers tb be laid.

13.08 hrs.

PAPERS LAID ON THE TABLE

NOTIFICATIONS UNDER CENTRAL EXCISE RULE, 1944 AND STATEMENT RE. CORRECTION OF ANSWER ETC.

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI K. R. GANESH): I beg to lay on the Table—

(1) A copy each of the following Notifications (Hindi and English versions) issued under the Central Excise Rules, 1944:—

(i) G.S.R. 321 published in Gazette of India dated the 30th March, 1974, together with an explanatory memorandum.

(ii) G.S.R. 322 published in Gazette of India dated the 30th March, 1974, together with an explanatory memorandum.

[*Placed in Library. See* No. LT-6709/74.]

(2) (i) Statement (Hindi and English versions) correcting the information given in respect of Unstarred Question No. 2765 dated the 18th August, 1972 by Shri G. C. Dixit regarding arrears of Income tax against top individuals in Madhya Pradesh in statement No. VII showing action taken by Government on assurances, promises and undertakings given by Ministers during the Fifth Session of Fifth Lok Sabha, laid on the Table of the House on 27th July, 1973.

(ii) A statement (Hindi and English versions) showing reasons for delay in laying the above statement.

[*Placed in Library. See* No. LT-6710/74.]

GUJARAT PANCHAYATS (AMDT.) ACT, 1974

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI B. P. MAURYA): I beg to lay on the Table a copy of the Gujarat Panchayats (Amendment) Act, 1974 (President's Act No. 8 of 1974) (Hindi and English versions) published in Gazette of India dated the 31st March, 1974, under sub-section (3) of section 3 of the Gujarat State Legislature (Delegation of Powers) Act, 1974. [*Placed in Library. See* No. LT-6711/74.]

13.08 1/2 hrs.

ESTIMATES COMMITTEE

REPORTS AND MINUTES

SHRI R. K. SINHA (Faizabad): I beg to present the following Reports and Minutes of the Estimates Committee:—

(1) (i) Fiftieth Report on the Ministry of Industrial Development — Industrial Licensing.

(ii) Minutes of the sittings of the Committee relating to the above Report.

(2) (i) Fifty-second Report on the Ministry of Education and Scocial Welfare—Archeological Survey of India.

(ii) Minutes of the sittings of the Committee relating to the above Reports.

13.09 hrs.

PUBLIC ACCOUNTS COMMITTEE

HUNDRED AND TWENTY-FIRST REPORT

SHRI JYOTIRMOY BOSU (Diamond Harbour): I beg to present

[Shri Jyotirmoy Bosu]

the Hundred and twenty-first Report of the Public Accounts Committee on paragraphs contained in the Report of the Comptroller and Auditor General of India for the year 1971-72, Union Government Defence Services) relating to Defence Production.

13.09 hrs.

STATEMENT RE. DEATH OF SEVERAL PATIENTS IN KANPUR HOSPITAL DUE TO SPUROUS GLUCOSE INJECTIONS

THE MINISTER OF HEALTH AND FAMILY PLANNING (DR. KARAN SINGH): Mr. Spearker, Sir, the death of twenty-one persons in Kanpur hospitals as a result of administration of glucose saline injection is most shocking. 13 persons died due to the administration of glucose injection while the remaining 8, who were also given glucose injection, suffered from other severe complications. Enquires made from the Government of U.P. indicate that a specific batch of 5 per cent glucose solution manufactured by Messrs B. J. Pharma, Kanpur, is suspected to have caused the death of the patients. On receipt of information about the deaths, the State Government deputed their Joint Director of Medical Services and the State Drugs Controller to Kanpur for making an on-the-spot investigation. Officers of the Central Drug Control Organisation have also rushed to Kanpur. A three-man Committee of doctors enquired into the cause of deaths and is understood to have submitted its report to the U.P. Government.

The U. P. Government has taken immediate action to arrest two partners of the firm. The Drug Controller of U.P., Senior Drug Inspector of the region and Drug Inspector, Kanpur have been suspended. Three more persons of the firm who are absconding are being searched by Police. Superintendent of hospital has been ordered to proceed on leave. The State Government have also orderd the stocks of incriminating drug to be seized from the premises of the firm. Samples of glucose solution and glucose substance involved are being rushed for test to the Central Drugs Laboratory, Calcutta. The stocks of the incriminating drug have been ordered to be withdrawn from the hospitals and the market. Other States have also been alerted.

The Central and State Government take a very serious view of the matter. Drug adulteration is a criminal activity and the culprits in this case must in our view be brought to book immediately and deterrent punishment administered to them. The question of spurious drugs was discussed in detail at the recent meeting of the Central Council of Health which was attended by representatives from the States and Union Territories. It was decided that concerted and co-ordinated efforts must be made to fight the menance of drug adulteration on a national scale.

SOME HON. MEMBERS *rose*—

MR. DEPUTY-SPEAKER: The matter has been raised under Rule 377 and the Minister has made a statement in reply thereto. But, I will make it a special case.

SHRI S. M. BANERJEE (Kanpur): Sir, you must have read in today's newspapers that the Health Minister of U.P., Shri Saligram Jaiswal, wanted to resign on this issue. He himself is in hospital now.

MR. DEPUTY-SPEAKER: I suppose he has not been given glucose.

SHRI S. M. BANERJEE: I would request you, Sir, not to treat this matter very lightly. People have died and they are enjoying at their cost.

MR. DEPUTY-SPEAKER: I am not. Do not take it that way.

SHRI S. M. BANERJEE: The question is this. I am happy to know that at least two partners of the firm have been arrested. Three more persons are absconding. But, I know for certain that in Kanpur, there are people who will never be arrested either by the Central Police or by the State and they were holding, once upon a time, the highest position in the public. They were manufacturing—I can mention the names, Hind Chemicals and others—tincture ginger for consumption by the illiterate workers who have died and these people are still happy and gay in Kanpur. Nobody can possibly touch them because they come from the family of Rohatgis. I am sorry to mention this. I wanted not to mention it, but, I had to mention it. Let it go on record. Otherwise, these people will not be caught. Sir, one person is absconding. The Chief Minister has issued instructions that his property should be attached. I am happy over this. I congratulate the Chief Minister for taking immediate action. But, I would request that this matter should not be left to the State Police and State Intelligence I say this without imputing any motives. Let the hon. Health Minister and the Home Minister sit together and decide this. Let them ask the CBI to probe into this matter. It is not only a question of supply of this drug by this particular firm. This has been supplied by many other firms; and who are at the back of it? I have already mentioned this spurious drug is a daily routine for the poor men. This is going on. I have mentioned this with full authority and with confidence and I would request the hon. Minister to refer this matter to the CBI to help the local intelligence. Compensation should be paid to the families of those who have died. In the Ganesh Shankar Vidyarti Memorial Hospital and Lala Lajpat Rai Hospital, those patients who had glucose and saline in the drippers for the last two days, took out the drippers and said 'we are going to die'. This had happened in Kanpur. I would request that this matter should be examined by the CBI.

SHRI VASANT SATHE (Akola). Sir, I am thankful to the Minister for making a detailed statement. But, you have not stated, what steps are being taken to prosecute these people under the ordinary criminal law and not under the Drug Control Order, under which, only meagre punishments are given. I said yesterday that this amounted to a delibereate and calculated murder. Now, will you have them prosecuted under Section 302 of Indian Penal Code for murder?

Secondly, immediate steps must be taken to help the families by payment of substantial compensation. This assurance should be given by the Minister. Thirdly, I support the demand for a CBI probe, because I have a feeling that this was not an isolated incident. This is part of a racket which is going on in this country of spurious drugs. If you make an inquiry through the CBI, it is possible that you may find a chain of this spurious drug racket.

SHRI SHYAMNANDAN MISHRA (Begusarai): When was this firm appointed as supplier?

DR. KARAN SINGH: Two major points have been raised. May I say at the outset that I entirely share great sense of grief and indignation expressed by the hon. Members. This is, in my view, nothing short of murder. Whether legally we can prosecute them or not is a matter upon which I will not opine, because we will have to get legal opinion. Unfortunately, under the Drugs and Cosmetics Act, the maximum penalty is imrisonment upto ten years. We intend amending it separately. Whether these criminals can be prosecuted under some other section or not is really something for the State Government to decide.

[Dr. Karan Singh]

One point I would like to make very clear. Shri Banerjee said that there are people who cannot be touched. There is nobody in this country who is untouchable, who is above the law.

MR. DEPUTY-SPEAKER: We are all untouchables.

DR. KARAN SINGH: You may be untouchable inside the House, but not outside.

If any information is given, if any proof is given. I can assure the House that the State Government will take very speedy action. I have been personally in touch with the Chief Minister. I am sure the UP Government is quite competent to deal with this with their police. If they require any assistance, whether from the CBI or from any other organisation, that assistance will be readily forthcoming from us I have been in touch with the Chief Minister and I have already spoken to him in the matter.

On the question of compensation, I have not got any information. I will take it up with the Chief Minister. I am sure the UP Government will take the necessary steps.

Finally, it is true that these are not isolated incidents and there is a big racket going on in this country. We have been impressing upon the State Governments, in fact we did it only a week ago, to apply the criminal law to drug adulteration.

SHRI VASANT SATHE: It is an inter-State racket. So, the State Government cannot deal with it. The Centre will have to intervene.

DR. KARAN SINGH: We have been impressing upon the State Governments to modernise their drug control organisation and put in positions of authority under this Act people who really know something about how drugs should be handled. As far as inter-State matters are concerned, our own drugs organisation is seized of the matter and I can assure you that whatever is possible will be done.

13.18 hrs.

MATTER UNDER RULE 377

NEWS ITEM ABOUT PRIME MINISTER'S VIEWS ON PRESENCE OF U.S. TROOPS IN VIETNAM

SHRI JYOTIRMOY BOSU (Diamond Harbour): Sir, a report has appeared in a local English daily today under the caption "Mrs. Gandhi Favoured US troops in Vietnam". According to that report, in 1966 when the Vietnam war was at its height and India was vigorously protesting in public against the US involvement in it, Prime Minister Shrimati Indira Gandhi, and her Cabinet colleagues privately told Mr. Hubert Humphrey, the then US Vice President, that "it was absolutely essential that we (meaning the American troops) were there". This claim was made by Mr. Humphrey in an interview reported in *The New York Times* dated the 15th April, 1974.

This is not the first time we are hearing about this. We have also read elsewhere that she said that Mr. Johnson was a man of peace We are really disturbed to see this news-item and we would like her to clarify the position.

SHRI G. VISWANATHAN (Wandiwash): Is she replying to it?

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY, MINISTER OF ELECTRONICS AND MINISTER OF SPACE (SHRIMATI INDIRA GANDHI): I should certainly like to reply.

Needless to say, the statement is quite baseless. My views on such matters and especially on foreign troops in Vietnam have been well known. They were formed long ago, before I became part of the Government, and I had expressed them in no uncertain terms when I went to the United States in 1961 and, later, when I went as State guest in 1966. I expressed the same views in private as well as in public. Either the Vice-President has been misquoted or, perhaps, he is con-

fusing me with some one else whom he may have met. This is the only conclusion I can draw. My own feelings have been very strong on this issue. In fact, this was one of the major causes for the irritation of the U.S. Administration towards our Government. We were often told that we expressed ourselves in stronger terms than almost any other nation.

SHRI JYOTIRMOY BOSU: They are brought here as State guests—Gen. Westmoreland.

RE. PROPOSED STRIKE BY RAILWAYMEN

MR. DEPUTY-SPEAKER: Now, we resume further discussion on the Demands of the Ministry of Steel and Mines ...

SHRI JYOTIRMOY BOSU (Diamond Harbour): Seven Iranian students have been deported.... (*Interruptions*).

PROF. MADHU DANDAVATE (Rajapur): Sir, the National Coordination Committee of Railwaymen have given a strike notice. The former President of the All-India Railwaymen's Federation, Shri Jayaprakash Narayan, has appealed to the Railway Ministry, the Railway Board and the railwaymen that in the interest of national economy, a negotiated settlement should be arrived at. I have given a notice for that. The Railway Minister should say something about it.

MR. DEPUTY-SPEAKER: The Minter is yet to meet them. That is what I was told.

PROF. MADHU DANDAVATE: We want to know whether the Minister wants to assure this House whether they will make an utmost effort to bring about a negotiated settlement. We want an assurance from the Government that a negotiated settlement will be arrived at.

MR. DEPUTY-SPEAKER: That may be passed on to the Minister.

PROF. MADHU DANDAVATE: It is such an important thing on which the Prime Minister has been expressing publicly and the Railway Minister has been saying publicly. They should be given an opportunity to say something and assure the House that a negotiated settlement will be arrived at.

MR. DEPUTY-SPEAKER: This morning, I saw these notices. My own immediate reaction was that this is an important matter because the news has appeared in the press that they have threatened to go on strike from 8th May But then, I was told that the Minister has invited them for another round of talks and discussions. In all fairness, I think, we should wait till then. Let the Minister take another opportunity and, I think, that will be the appropriate time to take it up.

PROF. MADHU DANDAVATE: Is it your contention that, at a later stage after the 18th, we will be given an opportunity to consider the issue?

MR. DEPUTY-SPEAKER: Let us come to the bridge. Whether it is worth crossing or not, we shall consider it later on.

SHRI SHYAMNANDAN MISHRA (Begusarai): Have you assured yourself that the Minister is in a fit state of mind to meet them?

MR. DEPUTY-SPEAKER: I do not know. How can I go inte the brain cells of people?

SHRIMATI PARVATHI KRISHNAN (Coimbatore): Yesterday, at the negotiations, we were told that no demand is negotiable. We want the Minister to tell us whether on the 18th he is going to negotiate with them or not.

MR. DEPUTY-SPEAKER: How would I know what he is going to say on the 18th. If he does not want to negotiate why does he invite them?

SHRI INDRAJIT GUPTA (Alipore): I will tell you why. They were invited for negotiations and they found that a

[Shri Indrajit Gupta]

Member of the Railway Board incharge of Staff matters, Mr. Warrier, only was present. No Minister was present and nothing came out of it. When they enquired whether this was the last word of the Government on the subject, they were informed by Mr. L. N. Mishra that this was not the last word on the subject and that, if they liked, they could meet him on the 18th. We want to know whether the Government has decided, as a policy, to have negotiations with them.

MR. DEPUTY-SPEAKER: You have yourself given an answer when you quote the Minister saying, that this is not the last word. (*Interruptions*).

Let us wait till that time.

SHRI JYOTIRMOY BOSU: Parliament is in session. We are anxious to know from the horse's mouth. Why should we know from the press?

MR. DEPUTY-SPEAKER: You want it from the horse's mouth. I assure you that, after 18th, the horse will come and we will open his mouth

Now let us go on to the next item.

SHRI S. M BANERJEE: (Kanpur). Please give me one minute, Sir. It is true that the Railway Minister will meet them on the 18th. But already work-to-rule is going on in the N F Railway and also in Kanpur. We do not want the Railways to be paralysed. I would, therefore, request you to ask the Railway Minister to make a statement immediately Otherwise, Railways will be paralysed.

SHRI KRISHNA CHANDRA HALDER (Ausgram): I would like to bring to your notice that today a Visitor's Card for the same day has been issued, and on the top of that card it is written, 'To be introduced by the Member'....

MR. DEPUTY-SPEAKER: You may meet me or write to me about this. I shall look into it. No Minister can reply to this.

SHRI KRISHNA CHANDRA HALDER: How is it possible for the Members to introduce every time....

MR. DEPUTY-SPEAKER: Please listen to me. Here questions are raised where Ministers can reply. When a matter relates to the responsibility of the Speaker, there is nobody to reply here. You write to me or you come and see me. If there is anything wrong I will look into it and will correct it. I can give you that assurance. Please do not raise it here.

श्री भान सिंह भौरा (भटिंडा) : उपाध्यक्ष महोदय, एक निवेदन मुझे करना है कि अभी 13 तारीख को भटिंडा मे थर्मल प्लाट के फर्स्ट ब्वायलर का इनागरेशन जब पंजाब के मुख्य मंत्री ने किया तो उस अवसर पर वहा के डायरेक्टर ने एक स्टेटमेंट दिया है कि कोल की शार्टेज इतनी ज्यादा हो गई है और एडीक्वेट सप्लाई उस की नही है, इस से थर्मल प्लान्ट चलेगा नही। तो जुलाई से थर्मल प्लान्ट आप चलाने जा रहे है और कोयला दे नही रहे है तो वह कैसे चलेगा ?

SHRI P. G. MAVALANKAR (Ahmedabad): On a point of order Every day some of us are bringing notices to your attention on matters which we think deserve the serious consideration of the House, and more particularly with regard to those areas where there is at present neither popular Government nor an elected Assembly. Unfortunately it so happens that Gujarat is one of such State today, and where there are many important problems which face us. Now, it is not for me to say that a particular notice or motion is less important or urgent than the others....

MR. DEPUTY-SPEAKER: You may feel that you have a grouse. I do not dispute that. But please understand my position also. There are 30 or 40 or 50 notices. Out of all these, making the best use of my judgment, I have to select one, and when we select, two things are important. One is that we have discussed Gujarat many times

here; certain things happen in other parts of the country also which have never featured; therefore, we feel that we have to give attention to those things. It is a question of relativity. Secondly, there are certain things like urgency; something that has just happened, something that is not continuing. It is all subjective judgment. You may dispute, but all the same you have to understand that we have to pick one or two. We cannot pick everything.

SHRI P. G. MAVALANKAR: I appreciate all what you say, and I agree with you. But, I submit further that there are certain events which are taking place in Gujarat which have nothing to do with the events that led to the dissolution of the Gujarat Assembly.

MR DEPUTY-SPEAKER: I will look into that.

श्री रामावतार शास्त्री (पटना) : अभी आपने बतलाया कि रेल मंत्री मजदूर संगठनों से बात करने को तैयार है। वह तो ठीक है लेकिन एक तरफ बात करने की बात कहते हैं और दूसरी तरफ बड़े पैमाने पर रेल मजदूरों का विकटिमाइजेशन हो रहा है ट्रांस्फर्ज हो रहे है

MR. DEPUTY-SPEAKER: You are raising the same thing.

श्री रामावतार शास्त्री : उपाध्यक्ष जी सवेरे आल इंडिया रेलवे एम्प्लाइज कन्फेडरेशन के लीडर्स उन से मिले थे.... (**व्यवधान**).... अगर वह समझौता चाहते है तो ऐसी कार्यवाहिया बन्द करें और सैटिलमेंट के लिये बात करें।

MR. DEPUTY SPEAKER: That will be passed on to him.

13.31 hrs.

DEMANDS FOR GRANTS, 1974-75—*Contd.*

Ministry of Steel and Mines—*Contd.*

श्री चन्दूलाल चन्द्राकर (दुर्ग) : उपाध्यक्ष महोदय, मैं कल कह रहा था कि इस्पात कारखाने के अधिकार गण मजदूरों के छोटे छोटे मामले लेबर कोर्ट में ले जाते है और वर्षों तक लटकाये रखते है। जितना पैसा वे अदालतों और वकीलों पर खर्च करते है उस से कम पैसा मजदूरों को वेतन में देना पड़ता लेकिन वे उसकी चिन्ता नहीं करते है। मैं अपने मंत्री श्री मालवीय जी से आशा करता हू कि वे भविष्य में अब इस तरह का अन्याय नहीं होने देंगे।

13.31 hrs.

[SHRI DINESH CHANDRA GOSWAMI *in the Chair*]

1973–74 में इस्पात कारखाने को मजदूरों को 1972–73 की तुलना मे कुल मिलाकर प्रतिमास कम वेतन मिला। इसका कारण यह था कि कोयले की कमी के कारण उत्पादन कम हुआ जिसकी वजह से उनको इंसेन्टिव बोनस कम मिला। एक तरफ तो इन्सैन्टिव बोनस कम मिलने से उनकी आय कम हो गई दूसरी तरफ मंहगाई बढ़ गई। मैं आशा करता हू कि मंत्री महोदय जब इस वर्ष के बोनस पर विचार करेंगे तो उस समय इस बात का ध्यान रखेंगे कि इस्पात कारखाने के कर्मचारियों को अधिक बोनस मिले खासकर भिलाई कर्मचारियों को जिन्होंने रिकार्ड उत्पादन दिखाया है।

मैं मंत्री महोदय से यह भी अनुरोध करूंगा कि इस्पात कारखाने के मजदूरों को उचित मूल्य पर अनाज, वनस्पति चीनी तथा अन्य आवश्यक वस्तुएं उपलब्ध कराने के लिये वे तत्काल ठोस तथा व्यावहारिक कदम उठायें।

आज सार्वजनिक क्षेत्र के कारखानों औद्योगिक संस्थानों तथा कारपोरेशनों में कम–

[श्री चन्दूलाल चन्द्राकर]

चारियो की भरती करने का पूरा अधिकार इन संस्थाओं को स्वत है। आज सबसे अधिक नौकरियां लोगो को इन्ही पब्लिक सैक्टर की संस्थानो में मिलती है और वेतन भी सबसे अधिक यही मिलता है। लेकिन नौकरी देने का जो सिलसिला है वह इन के अधिकारियो पर छोड देने स उस को बहुत अधिक दुरुपयोग हो रहा है। इस के सुधार के लिए आवश्यक कदम उठाना बहुत जरूरी है। मैं चाहता हू कि योग्यता के साथ साथ जो नीडी परसन्ज हैं जिन को नौकरी की आवश्यकता है उन को नौकरी देने पर विशेष ध्यान दिया जाये। आज होता यह है कि अधिकारीगण जो प्लाट पर काम करते है उन के बेटे, बेटी, पत्नी, दामाद, इन लोगो को नौकरी मे ले लिया जाता है और जो नीडी (जरूरतमद) होते है उन के परिवार मे एक व्यक्ति को भी नौकरी नही मिली होती है चाहे वह कितना भी योग्य हो।

अब मै भिलाई की एक सब से गम्भीर समस्या की ओर आप का ध्यान दिलाना चाहता हू और साथ ही चेतावनी भी देता हू—यदि भिलाई इस्पात कारखाने मे तथा हिन्दुस्तान स्टील वर्कर्स कस्ट्रक्शन कम्पनी मे स्थानीय लोगो को, मध्य प्रदेश के लोगो को नौकरी दिलाने के लिए उचित कदम तत्काल नही उठाये जायेंगे तो निकट भविष्य मे इस से खतरनाक स्थिति उत्पन्न हो सकती है सब से अधिक उत्पादन देने वाले इस कारखाने मे भयकर विस्फोटक स्थिति पैदा हो सकती है। आज वहा पर लोगो के मन मे बडी निराशा है, एक छोटी से छोटी नौकरी भी स्थानीय लोगो को नही मिलती है। मै मत्री महोदय से अनुरोध करूगा कि वे स्वय इस मामले को देखे और अन्याय को रोके।

इस के सम्बन्ध मे मेरे कुछ सुझाव है—पहला—जितने लोगो के नाम रोजगार दफ्तर से भिलाई कारखाने में या हिन्दुस्तान स्टील कंस्ट्रक्शन कम्पनी में आयें उन को बाहर पब्लिक नोटिस बोर्ड पर टाग दिया जाये, जिस से लोगो को पता लग जाये कि किन किन के नाम आये हैं, उन का रजिस्ट्रेशन नम्बर क्या है उन की योग्यता क्या है पता क्या है। इसी तरह से उन के चयन के बाद उन की सूची या वेटिंग लिस्ट की सूची भी नोटिस बोर्ड पर लगा दी जाये जिस स लोगो को पता लग जाय कि किन किन का सिलैक्शन हुआ है तथा जिन का सिलैक्शन नही हुआ है वह किन कारणो से नही हुआ है। आज होता यह है कि नाम किसी का आता है और सिलैक्शन किसी का होता है। सिलैक्शन का पता लगाने के लिए भी आज लोगो को घूस देनी पडती है

दूसरा—जितने लोग पिछले 10 वर्षों के अन्दर भिलाई कारखाने मे नौकरी मे लगे हैं उन के आवेदनपत्र और किस कारण से उन का चयन हुआ है इस का अध्ययन करने के लिए कोई विशष एन्क्वायरी कमेटी या जिस एजेन्सी पर आप को विश्वास हो नियुक्त की जाये। इस से यह लाभ होगा कि पता लग सकेगा कि एसे कौन से अधिकारी या व्यक्ति या ठेकेदार है जो पैसा ले कर एफिडेविट दे देते है कि अमुक स्थानीय व्यक्ति है हमारे यहा काम कर रहा था। कुछ ऐसी घटनायें भी हुई है कि कम्पनी 1965 मे बनी है फिर भी कह देते है कि वह व्यक्ति 1963 मे हमारे यहा काम कर रहा था। अपने लोगो को नौकरी दिलाने के लिए ऐसे एफिडेविट प्राप्त किये जाते हैं।

तीसरा—जिन परिवारो की जमीन इस इस्पात कारखाने को लगाने के लिए ली गई है उन परिवारो के लोगो को नौकरी देने मे सब से अधिक प्राथमिकता दी जाये। मैं चाहता हू कि मत्री महोदय जब अपना उत्तर दें तो इस के बारे में भी अपनी नीति को स्पष्ट करे।

चौथा—नौकरी में भरती के लिए जो सिलेक्शन बोर्ड होता है उस में 50 प्रतिशत सदस्य राज्य सरकार के प्रतिनिधि हों।

पांचवें—भिलाई इस्पात कारखाने में जो लोग अपने आप को स्थानीय कह कर नौकरी ले लेते हैं नौकरी लेने के बाद वे लीव ट्रेवल कन्सेशन भी लेते हैं जब कि वास्तविक स्थानीय लोगों को लीव ट्रैवल कन्सेशन नहीं मिलता। पहले स्थानीय लोगों को भी मिलता था। मैं अनुरोध करूंगा कि स्थानीय लोगों को भी लीव ट्रेवल कन्सेशन की सुविधा दी जाये।

भिलाई इस्पात कारखाने के मजदूरों के लिए जो सब से बडी समस्या है वह मकान की है। 10–15 साल उन को नौकरी करते हो गये लेकिन उन के पास मकान नही है। मैं चाहता हूं कि मंत्री महोदय इस बात की कोशिश करें कि उन के लिए अधिक से अधिक मकान बनाये जांये लेकिन एक कमरे के मकान न बनाये जाये, जिन के सात-आठ बच्चे होते है जब आप उन को एक कमरे का मकान दे देते हैं तो उन को बड़ी कठिनाई होती है। जब मकान नही मिलता है तो वे वहा की दूसरी बस्तियों मे कैम्प 1, कैम्प 2 मे जा कर रहते है। लेकिन वहां पीने का पानी नही है सड़कों की हालत बहुत खराब है। शोचालय इतने गन्दे होते है कि उन मे जाना सम्भव नही होता है। इस्पात मंत्रालय को इस तरफ विशेष ध्यान देना चाहिए और ऐसी व्यवस्था करनी चाहिए कि उस क्षेत्र में पीने के पानी की व्यवस्था हो सडकों की व्यवस्था हो।

वहां का टाउन एडमिनिस्ट्रेशन डिपार्टमेंट अत्यन्त लापरवाह है। पहले तो वे लोगों को झुग्गी-झोपडी डाल कर बसने देते है फिर साल डेढ साल के बाद उन को वहां से हटाने की कोशिश करते हैं। आम लोगो की वहां पर यह राय है कि पहले उन को वहां बसने देने के बाद हटाने में उनकी निजी आय होनी है—इसलिए ऐसा होता है।

इस्पात कारखाने में लोगो को बिना कारण बताये नौकरी से हटा लिया जाता है या उन का ट्रान्सफर कर दिया जाता है। मैं चाहता हूं कि जब किसी को नौकरी से हटाया जाये तो उस का कारण भी उसे अवश्य बतलाया जाये।

वहा स्क्रैप आयरन और कुकिग कोल का जो पाउडर होता है उस की बिक्री में बडी गोलमाल होता है इस काम में लोग तरह तरह से पैसा कमाते हैं। मैं चाहता हूं कि इन चीजों का पब्लिक आक्शन किया जाये। और जो सब से अधिक बिड दे उस को बेचा जाये।

हमारे भिलाई कारखाने के पास 50 हजार एकड जमीन है जब कि इस्पात कारखाना केवल 5 हजार एकड़ में लगा हुआ है बाकी जमीन खाली पड़ी हुई है जिस मे कई हजार एकड पर अनऑथोराइज (अनधिकृत) लोग का आकूपेशन (कब्जा) है अगर उन को सडक बना कर बसने के लिए दे दे या जमीन की बिक्री कर दें तो सरकार को करोड़ो रुपया मिल सकता है 1–2 करोड तो [illegible] ही मिल जायेगा। कई हजार एकड़ में को आप-रेटिव फार्म हैं। एम्पलाइज कोआपरेटिव फार्म बना हुआ हैं उस में पानी बिजली ट्रैक्टर सब कारखाने का खर्च होता है लेकिन आमदनी कुछ लोगों के हाथ में जाती है। वहां के स्थानीय लोगों की मांग है कि जब तक इस जमीन की कारखाने को आवश्यकता न हो तब तक उसको प्रति वर्ष किराये पर या किसी तरह से उन स्थानीय लोगों को खेती करने के लिए दी जाये ताकि जिनकी वह जमीने हैं उनको उस जमीन पर जब तक

[श्री बाबूलाल जमादार]

कि उस जमीन की आवश्यकता नही होती है खनी करने का मौका मिल सके।

इसके अलावा वहा पर जो मशीने या ट्रैक्टर्स वगैरह बेचे जाते है उनके बारे मे मे वहा के लोगो को शिकायत है कि बिना टेन्डर मगाये दूर दूर के लोगो को बेच दी जाती है लेकिन स्थानीय लोगो को नही बेची जाती है। इसके साथ ही मत्री महोदय से मेरा निवेदन है कि स्थानीय लोगो को मध्य प्रदेश के लोहा का इस्पात कारखाने मे तथा हिन्दुस्तान स्टील वर्क्स कास्ट्रक्शन कम्पनी मे नौकरी नही मिल रही है जिससे वहा पर अशाति फैल रही है जो कि किसी दिन एक विस्फोटक रूप ले सकता है। मेरा मत्री जी से अनुरोध है कि वह स्वय इस मामले का देखन का कष्ट करे।

श्री प्रबोध चन्द्र (गुरदास पुर) चेयरमैन साहब, मै चन्द बाते आपके जरिये गवर्नमेन्ट के इल्म मे लाना चाहता हू इस इस्पात और खान मिनिस्ट्री के बारे अगर मे, इस मिनिस्ट्री की नाकामियाबिया के बारे मे चर्चा शुरू कर दू तो वह बडी दर्दनाक और अफसोसजनक कहानी होगी। आज से तकरीबन बीस साल पहले हमारे महान नेता प० जवाहरलाल नेहरू ने इस मिनिस्ट्री की बुनियाद रखी थी तो उन्होने बडे फख्र से कहा था कि आजादी के बाद हिन्दुस्तान सियासी दौर को तय कर चुका है। हमारे दो एलेक्शन जो हुए है उन्होने जाहिर कर दिया है कि हिन्दुस्तान जमहूरियत के लिहाज से दुनिया के बडे मुल्को मे से एक गिना जायेगा। इसके अलावा जब पहले पहल उन्होने लोहे के कारखाने की बुनियाद रखी थी तो कहा था यह हमारी एक्तिसादी मेच्योरिटी की एक निशानी है और इनकी बुनियाद रखने के बाद हम बडे फख्र के साथ कह सकते है कि हिन्दुस्तान जेट एज मे दाखिल हो गया है। लेकिन पिछले 20 सालो मे जो कुछ हुआ उसका बार बार जिक्र करना ऐसा होगा जैसे एक दोशीजा अपनी जिन्दगी में गलती करती है उसके मा बाप उस गलती के बारे में उसको कोसते है तो वह उस गलती को छिपाने के लिए 10 गल्तिया और करती है 10 बहाने और बनाती है। वही हाल खास कर के इस स्टील की वजारत का भी है। जब भी इनके इल्म मे लाया जाये कि वजारत में यह कमजोरिया हैं यह खराबिया है और बजाये इसके कि खुले दिल से उसको वह माने कि ठीक है इनसान गलती करता है और स्टील की वजारत को चलाने वाले भी इनसान है लेकिन जो इनसान बार बार गलती करके भी गलती करे मै समझता हू वह छोटे दर्जे का इनसान होता है। आज हमारे देश की बदकिस्मती है कि वजारत की कुर्सियो पर बड बडे ओहदो पर व लोग बैठे हुए है जो उस बात के लिए ढले नही थे उनकी काब्लियत का इतना मयार नही था कि इतने बडे बडे कारखानो को इतनी बडी बडी चीजो की सम्हाल सकते। बीस साल का तजुर्बा कोई थोडा तजुर्बा नही होता तवक्को तो यह की जा सकती थी कि बीस साल के लम्बे अर्से मे हमारी गवर्नमेट या जो हमारी वजारत है वह अपनी गलतियो से कुछ सीखे और आगे के लिए उन गल्तियो को दूर करने की कोशिश करे।

पब्लिक सेक्टर में स्टील की हमारी जो इण्डस्ट्री है वह हमारे देश की सबसे बडी इण्डस्ट्री है जिस पर देश की सारी एक्तिसादी हालत निभर करती है। वैसे तो जो हमारे लोहे के कारखाने हैं वे हर साल घाटा दिखाते है लेकिन तीन सौ करोड से लेकर चार सौ करोड तक हर साल ब्लैक-मार्केट मे रुपया आता है वह सिर्फ स्टील मिनिस्ट्री के जरिए आता है और उसके लिए जो लोहे के कारखाने है वह जिम्मेवार है। यह क्यो आता है? क्योकि इस वजारत के चलाने वालो की मिली भगत है। कई बार मैं अपने पहले के वजीरो की नोटिस मे यह बात लाया हूं कि

कि किस तरह से जो बिल्कुल कम्प्लीट पर-फेक्ट माल हूं उसको डिफेक्टिव करके स्क्रैप करके उसके लिए उनको इजाजत दे दी जाती है कि वे प्राईवेट हैण्ड्स नहीं बल्कि वैसे ही जिस पर उनका दिल आ जाये जिस कीमत पर भी चाहें बेच दे । नतीजा यह कि किसी अफसर का सर्वाया या बैंक बैलेन्स या उसके माली जराये देखें जो 6 महीने किसी डियो का इन्चार्ज रहा हो तो आपको जानकर ताज्जुब होगा कि लाखों करोड़ो की तादाद में रुपया उन अफसरों के पास या उनके और रिश्तेदारों के पास है । अगर इन बातों की मै चर्चा करू तो गवर्नमेंट उस बात का ख्याल करती है कि यह क्रिटिसिज्म बार बार किया जाता है। मै अपने वजीर साहब जिनके पास इनीशिएटिव जिनसे उम्मीद है कि वे काम कर सकते है उनकी तवज्जह इस तरफ दिलाऊंगा कि जब स्टील मिनिस्ट्री का प्लानिंग हुआ तो जज्बे के रौ मे बह कर छोटी चीजों की तरफ गौर नही किया उसके प्रोजा गेण्ड काल्म नही देखे । एक लोहे के कारखाने मे हमने 5 सौ करोड रुपये लगाये लेकिन उसको चालू रखने के लिए जो सबसे जरूरी चीज जिसको रेफरै-क्टरी कहते है उस पर 50 लाख रुपये नही लगाए । दूसरी तरफ इसी ऐवान मे हमको यह जवाब मिलता है कि स्टील प्रोडक्शन मे कमी की जो एक बड़ी वजह है वह यह है कि रेफरैक्टरीज नहीं मिलती है ।

लोहे की पैदावार मे कमी की एक और बड़ी वजह जो है वह है बिजली की कमी । जैसा मैने कहा अगर हम रेफरैक्ट-रीज भी लगा देते तो एक बड़ी वजह कम हो जाती । मै पार्लियामेन्ट कांबिनेट मिनिस्टर से कहूंगा कि वे इस बात का ख्याल रखे कि वजारत के मामले मे बिजली का मोहकमा किसके पास है या कौन सा मोकहमा किसके पास है, इसकी अहमियत नही होनी चाहिए लेकिन आज जो कुर्सी पर बैठते है वे समझते है कि यह मेरे बाबा की जागीर है, हमारे मोहकमे मे किसी को दखल नही देना चाहिए। जो बिजली के वजीर है वह चाहते है कि लोहे वाला वजीर हमारे मामले मे दखल न दे और लोहे वाले चाहते है कि इरिगेशन वाले दखल न दे लेकिन उनको इस बात का ख्याल करना चाहिए कि हमारा देश सबका एक है अगर बिजली की वजह से स्टील मिनिस्ट्री को नुकसान होता है तो वह नुकसान स्टील मिनिस्ट्री को नही बल्कि देश को होता है । इसलिए मै समझता हूं आपस मे बैठकर फैसले कर लेने चाहिए । मै चाहता हूं हमारी स्टील की जो मिले है वह सेल्फ-सफीशिएन्ट काम्पलेक्स बन जाये जिसमे लोहे की मिल के अलावा रेफरैक्टरी हो, कैप्टिव प्लान्ट भी लगा दे ताकि मिल की सारी जरूरियात को वही पूरा किया जा सके और बिजली का जो नेशनल ग्रिड है उसके साथ उनको मिला दिया जाये तो उससे स्टील मिल का ही काम पूरा नही होगा बल्कि देश मे बिजली की जो कमी है उसको हम हालाकि दूर तो नही कर सकते हैं लेकिन काफी हदतक उससे मदद मिल सकती है । जितनी स्टील मिले है वह ज्यादातर कोयले की खान के पास है वहा पर बडे से बडे थर्मल प्लान्ट लगा दिये जाये तो जो रेलों ने न चलने की वजह से थर्मल प्लान्ट चलाने मे मुश्किल हो जाती है, पिटहेड्स पर थमल पावर स्टेशन्स के होने से वह दिक्कत भी दूर होगी। वहा पर थर्मल प्लान्टस के बन जाने से लोहे की मिलो की जरूरत के अलावा देश मे जा बिजली की कमी है उसको भी पूरा कर सकते है । इसलिए मेरा सुझाव है कि आलरेडी जितनी हमारी स्टील मिले है उनके साथ ही रेफरैक्टरी की यूनिट होनी चाहिए और कैप्टिव प्लान्ट के जरिए जो बिजली की जरूरत है उसको पूरा करना चाहिए ।

इसके साथ ही मै एक अर्ज और करना चाहता हू । हमने सिर्फ जापान को लोहा देने के लिए बेलाडीला से विशाखापत्तनम

[श्री प्रबोध चन्द]

तक 450 किलोमीटर रेल लाइन बनाई है ताकि बेलाडीला का जो ग्रोर है वह जापान तक पहुंच जाये तो हम यह भी कर सकते है कि स्टील प्लान्ट 40—50 मील की अपनी रेलवे लाइन बनावे ताकि उसके जरिए माल को निकाल कर मेन रेलहेड्स तक पहुंचा दिया जाये। इसका एक फायदा यह होगा कि एक जगह पर लोहे का अम्बार नहीं लगेगा और दूसरे जो हेराफेरी होती है वह भी रुक सकेगी। यह बात मेरे इल्म में है कि किस तरह से लोग लोहे में हेरा-फेरी करके महीनों या हफ्तों में ही लखपती हो जाते है।

मैंने अपने एक काम करने वाले से पूछा कि तुमने इतने रुपये में इतने समय में कैसे इतना रुपया बनाया? तो वह कहने लगा कि किसी मिल मे चले जाइये 20 टन के पूरे पैसे दीजिए और पाच टन के ऐक्सट्रा 50 रु० के हिसाब से दे दीजिए तो 25 टन माल आप को मिल जायगा। इसलिए मेरा सुझाव है कि एक जगह रखने के बजाय अगर 30,40 मील की दूरी पर मेन लाइन के नजदीक डिपो बना दें तो आप का कंट्रोल भी होजायगा और पिलफ़रेज भी रुकेगी।

हमारे देश का सब से बड़ा ऐक्सपोर्ट आयरन ओर का होता है। किताबों में अपने ऐक्सपोर्ट को बढ़ा कर दिखाने के लिए हम कहते है कि इतने करोड़ रु० का लोहा भेजा। मगर एक टन लोहा जो बाहर भेजते हैं उस एक टन लोहे के साथ हमारे देश को 30 रु० फ़ी टन घाटा पड़ता है। सिर्फ अपनी ऐक्सपोर्ट की तादाद को बढ़ाने के लिए ऐक्सपोर्ट को ज्यादा दिखाया जाता है।

मैंगनीज ग्रोर के बारे मुझे यह निवेदन करना है जो कि बिल्कुल हकीकत है कि पिछले साल में जब मैंगनीज ग्रोर जापान को भेजा तो जितनी कीमत हम ने जापान से वसूल की 65 डालर फ़ी टन के हिसाब से हम ने जापान से कीमत ली उस के मुकाबले में 18 डालर फी टन लागत थी जहाजों के भाड़े की, उसके साथ जो लोडिंग और अनलोडिंग था वह अगर मिला दिया जाय तो जो कीमत हमें मिलती थी उससे 7 डालर फ़ी टन हमें ज्यादा खर्च करना पड़ता था। एक दफ़ा जब हम ने कई लाख टन का सौदा किया तो कुछ मैंगनीज ग्रोर के साथ सब-स्टण्डर्ड क्वालिटी का कुछ ग्रोर और पत्थर, गारा वगैरह जहाजों पर लाद दिया। तो जापान बजाय इस के कि हमारे कार्पोरेशन अफसर को कहता कि सब-स्टैण्डर्ड ग्रोर है उन्होंने उस माल को अपने जहाजों पर वापस भेज कर जितना बिल था हमारे जिम्मे डाल दिया। मै चाहता हूं कि इस की जाच की जाय कि किस अधिकारी की गलती से हमें लाखों रुपये का नुकसान हुआ जिस की वजह से जापान ने हमारा कूड़ा करकट, मिट्टी लोहा जो मैगनीज के तौर पर भेजा गया था वह हमें वापस कर दिया। इस क्रिटिसिज्म को गलत बिना पर न सोचें।

हमारे देश का जो 2000 करोड़ रु० से ज्यादा इस इंडस्ट्री मे लगा हुआ है बजाय नई इंडस्ट्रीज खोलने के, जो इंडस्ट्रीज ग्रालरेडी मौजूद है उन को अपने पैरों पर खड़ा करने की कोशिश करे क्योंकि फ़ी वर्कर दुनिया में सब से कम उत्पादन हमारे यहा होता है जब कि एक लोहे की मिल मैंट अप करने में जो खर्च आता है, फ़ी टन लोहे का इंडस्ट्री सैट अप करने में, ज्यादा से ज्यादा खर्च होता है उस को किस प्रकार कम करें इस के बारे मे मुझे विश्वास है मंत्री महोदय जरूर कुछ कदम उठायेंगे।

SHRI C. T. DHANDAPANI (Dharapuram): We are discussing the Demands of an important Ministry, the Ministry of Steel and Mines. I have my own doubt whether the Ministers

who have adorned this Ministry realise the importance of this Ministry. The Ministry claim that their performance is very good and also encouraging. But when we see the results, we find that the products of the units under the control of this Ministry go to benefit not the ordinary people but the big people. Finished steel aluminium ingots, stainless steel and other materials are being channelised in an improper way; only the big people are getting these.

Secondly, there are thousands of bogus units registered with the Ministry getting steel quotas not for their own genuine purposes but for getting it and selling it at exorbitant prices in the black market. The Ministry should come forward and take over the distribution system either by themselves, that is, the Central Government, or by the State Governments, to enable the people to get their requirements.

I have come across a representation from re-rollers that they are not getting scrap. At the same time, the big billet re-rollers, 116 of them all over India get all the imported and indigenous scrap. There are 748 small re-rollers registered as small scale units, but they are not able to get it. They say:

"The 123 billet re-rollers members of SRMA are being given the entire production of tested billets in the country for rolling just the conventional items like bars and rods out of this scarce raw material at an exhorbitant conversion rate of Rs. 311 per tonne. The irony is that they are assured of a minimum of 40 per cent of their requirement of raw materials on a two-shift basis. In spite of the fact that quite a few of them had unlawfully enhanced their production capacities, which have since been regularised and they are being given billets accordingly. Even the additional billet production is being allotted to the billet rerollers, whereas the rerollers, who are registered in the small scale sector with their respective State Directors of Industries, are not getting an ounce of billet in spite of the fact that their plants and machineries are equally and in certain cases better equipped for rolling any difficult and special section".

So the Ministry should give its attention to the matter.

In regard to the production of ingot steel and saleable steel, the performance of all the three major plants, Bhilai, Durgapur and Rourkela is very much disappointing. According to the figures given here, in p. 29. the performance of Bhilai is somewhat better than that of Durgapur and Rourkela. It has been stated in the report that disturbed industrial relations affected production in Durgapur and Rourkela. When you can have better and sounder labour-management relationship in Bhilai, why could you not apply your mind to bringing about the same state of affairs in two steel plants which are situated very near?

The late Shri Kumaramangalam, was a wise trade union leader. The present Minister, Shri Malaviya, is a staunch socialist and trade union leader. I cannot understand why the Minister could not solve the problem of labour.

There is an infectious disease prevalent in the country. When they are out of office, people talk about the need for a happy labour-management relationship, the sufferings of labour, the question of improving their emoluments and so on. No sooner they get into office, they not only forget all these, but—that is the pity—they act against their own peachings. Not only in Durgapur, but in other areas also, I have been reading about the problem of labour relations, for instance, in Neyvelli.

14.00 hrs.

At page 35, they say that "the year has not been entirely free from labour trouble. There were bandhs, demonstrations, gheraos, etc." This has been stated here in regard to Neiveli. But

[Shri C. T. Dhandapam]

I want to emphasise one thing. Even when there was any trouble, the effort on the part of the labourers was very good. In the details regarding the Demands for Grants, in that book, they have said at page 99 as follows. "Thermal Power Stations: Mines. Installed capacity achieved, 94.4 per cent." As far as thermal power stations are concerned, only 47 per cent has been achieved. It has been stated in the remarks column; "For want of adequate quantity of lignite from the mines." That is not the fault of the labourers. At the same time, in regard to fertilisers, it is mentioned as "briquetting and carbonising plant: nine per cent." It is also said that the want of adequate quantity of lignite still remains. It has been stated like that here. That is why I have been saying that the mistake is not on the part of the labourers but it is on the part of the management.

As far as Neiveli is concerned, there is an old agreement between the management and the labourers. It had lapsed. The labour union and the management at present in Neiveli have to enter into a new agreement. The DMK Union, which is the officially recognised union with more than 9,000 workers as its members, had submitted a charter of demands. The demands consist of 118 demands covering various items including sanitation in the workers' colony, housing, medical facilities, schooling, etc Considering the financial implications and the strained economic conditions of our country, we had submitted a very conservative proposal to the management. According to the All India Consumer Price Index, it has to be neutralistd at the rate of Re. 1 60 per point every month. The present management of Neiveli offered an ad hoc payment as basic pay in an irrational manner. The management is very adamant and it deliberately postponed the talks offered by the trade union there. The trade union was compelled to give a strike notice to the management. According to schedule, the strike has to commence from today. But, in the interests of the nation and of labour on the whole, the State Labour Minister, Mr. Rajaram, took so much of pains to settle the issue amicably. But, at the same time, the management stated that they are incurring heavy losses. I would like to say that as far as the performance of the labour is concerned, there has not been any loss. I would like to quote that "from 1972-73, 1973-74, etc, the profits made run to Rs. 11283 lakhs. But as the rules permit, depreciation has been allowed to an extent of Rs. 2,634.57 lakhs. It means that as far as workers are concerned, they are making a profit, but this is shown only in the book. You know all the industries are doing this. Depreciation is a fraud shown not only in the accounts, but, at the same time, in respect of the workers also. The unit is making a profit to an extent of more than Rs 12 crores all these years So, there is no loss. Therefore, I would like the Government to consider this very urgently. This must be settled immediately.

At the same time, another important matter has to be referred to. It is about the installed capacity in respect of lingnite and power. In the beginning, the workers were paid daily wages even though they were making a very good profit. Another important thing is this Even the workers have themselves put in as one of their demands in their charter of demands, the point about the second mine cut. In the draft fifth five year Plan, there is reference to the second mine cut and 1,000 mw. of power for Neiveli, for Tamil Nadu The people are very greatly agitated and disappointed over this.

Right from the inception of the present Neyveli unit the DMK was demanding early action on the second mine-cut which is necessary in view of the continuous power shortage in Tamilnadu. The demands of Tamilnadu would be 3,620 MW by the end of 1978-79 against an effective capacity of only 1,431 MW at present

Even after the completion of the hydel projects and the thermal projects at Tuticorin and Ennore we would reach only 2,200 MWS. There is a large gap of 1,400 MWs. The Neyveli second mine-cut associated thermal station will provide thermal power based on fuel at site. The loss of power through transmission from far away thermal and hydel stations can be avoided. For the Neyveli thermal plant you utilise mineral resources which would otherwise be unexploited. It will take nearly 7 or 8 years for the mining project and thermal station to be completed. A delay of five years for this project will mean that even in the Sixth Plan Tamilnadu will suffer serious power famine. If the second mine-cut is not sanctioned now the future of industry and agriculture and general economic growth in Tamilnadu will be jeopardised.

Tamilnadu is facing acute shortage of coal. Production in cement factories has come down considerably due to non-availability of coal and furnace oil. Out of seven, four cement factories have been closed. The monthly requirement of cement in Tamilnadu is 84,900 tonnes while the average for the five month period of quantities actually supplied comes to 45,922. The Government of India have been apprised of the situation. It has resulted in the closure of cement units and largescale unemployment and it is a setback for major development programmes. In the same manner small scale industries do not get sufficient quantities. The demands of small scale industries are about 310 wagons per month. It had been reduced to 200 wagons by the transport authority and that also does not reach them regularly.

Due to non-availability of coal the power stations, particularly those at Ennore and Basin Bridge, are not able to produce more electricity. The requirements of Tamilnadu electricity board are 4,800 tonnes but the supply is less than 40 per cent. Only 180 tonnes are supplied. The position is bleak. The standing linkage committee of India is responsible for coal supplies from the different areas. The stock position is nearly empty. We require twenty days of stock to be built to maintain power generation. Now we had introduced a thirty per cent cut in the power position and if the required quantity of coal is not made available in time a further cut in power supply is imminent. From figures published in this book it appears that the coal production had increased to 79 million tonnes. Coal is available. When we approach the Minister of Steel and Mines, he says 'Coal is available, but, there is no transport'. When we approach Mr. L. N. Mishra. he says 'Wagons are available; where is the coal?' He asks us.

THE MINISTER OF STEEL AND MINES (SHRI K. D. MALAVIYA): It is not said now.

SHRI C. T. DHANDAPANI: I will come to that. The Minister of Railways says 'Wagons are available, but, where is the coal?; show me the coal and I will carry the coal to Tamil Nadu'. When we ask the Shipping Minister he says 'Where is the coal and where are the wagons?; Show me both and I will carry the coal from Calcutta to Tamil Nadu by ship'. This is the position. We are disappointed. The three Ministers are not at all working in coordination. Sir, here, I would like to quote what the Railway Minister has said during the debate on the Railway Budget. He said that there is not so much of shortage in regard to wagons.

SHRI K. D. MALAVIYA: Is the hon. Member aware that some coal has moved to Madras by ship?

SHRI C. T. DHANDAPANI: If it has been moved, I am grateful. But, we are expecting more from you.

Mr. Mishra has said:

"the daily average number of wagons loaded from different coal

[Shri C. T. Dhandapani]

mines during the current financial year up to the end of January 1974 was 7.450 wagons as compared to 8.038 wagons...."

He has said that the shortfall is very small. At the same time, he has said 'It is not my responsibility; it is the responsibility of the Coal Authorities who are dealing with this'. He said this in the very same debate, when he was replying to the discussion on the Railway Budget.

Finally, before I conclude, I would like to refer to the Salem Steel Plant. The amount has been reduced to Rs. 3 crores. But, as far as the present position in regard to the Salem Steel Plant is concerned, 2525.52 acres were acquired by the State Government for Hindustan Steel Construction Corporation. But, due to this reduction in the original allotment, certainly, there would be unemployment problem and about 7,500 workers would lose employment. In the Budget allocation for 1974-75, the amount has been reduced from Rs. 5 to Rs. 3 crores. The expenditure during 1973-74 is expected to be Rs. 3 crores. The allocation of Rs. 3 crores for 1974-75 would mean that no further progress in regard to the project would be possible; no development works will be taken up and the completion of the project will get further delayed. Doubts have been created in the minds of the people whether the Central Government would complete this project. I want a categorical reply from the hon. Minister, whether Government have any idea of discontinuing the project.

Lastly, I would like to refer to another important thing. In this very august House, an important and an eminent hon. person has made this observation. I quote here—

"Therefore while we all should try to press the Ministry to be more efficient and to have proper coordination in order to make rapid advance we also have to see that we go the socialist way. We should try to transfer the entire thinking process and introduce in the services and in the working of the production Units, a new spirit and a new dedication in favour of the public sector and not in favour of the mixed sector. I, therefore, plead for a bolder plan; I plead for converting the whole pattern of our production into State control."

That eminent and important person is none else than Shri K. D. Malaviya, the hon. Minister of Steel and Mines. He said this when he was taking part in the discussion on the Demands for Grants in respect of the Ministry of Steel and Mines. He made this observation on 4th May 1972. As he pleaded before the then Steel Minister, in the same manner, I now plead before him for a bolder plan and I plead for converting the whole pattern of our production into State control. I want a categorical answer from the hon. Minister, whether he is going to nationalise the entire steel trade.

SHRI P. M. MEHTA (Bhavnagar): Mr. Chairman, I will first deal with the coal situation, its production, distribution and pricing. The people of this country now feel that the basic objective of nationalisation is defeated by inefficiency, corrupt practices and maladministration on the part of Government the Ministry of Steel and Mines, headed by Shri Malaviya, in this case.

It is claimed that production has increased. In that case, why is it that coal has become scarce and very little of it is available? In fact, the railways do not get coal to run even their own trains. In my constituency alone nearly 48 trains have been cancelled. four mail and express trains, 22 passenger trains and some 17 or 18 mixed trains. How has this happened, if there is no shortage of coal?

Whenever the Government find themselves in a difficulty, they blame the workers. Is it not the duty of the

Government to act as a model employer? But they do not attend to the problems of the workers. On the other hand, they blame the workers for all the ills, which is not fair.

Coming to co-ordination, as my hon. friend has just now rightly stated, the railways blame the Steel Ministry and the Steel Ministry blame the railways. When we complain in this House that there is no proper co-ordination between the different Ministries, both the Ministers defend each other. Unfortunately, they do not go into the root of the problem, whether there is a fall in production or there is only transport bottleneck. They do not put their heads together and the result is that consumers and the industry suffer.

Coming to the cost of coal, it has gone up by 200 to 300 per cent, not in far away places like Bhavnagar, Rajkot, Bhuj or Ahmedabad but in places which are very near to the coal fields like Calcutta and Ranchi.

Because of the shortage of coal many industrial units, engineering units, brick manufacturing units and textile mills have been compelled to lay off their workers. Thousands of workers have lost their wages in Gujarat as a result of it. Production has also been hampered. Yet, Government have not taken care to supply adequate quantities of coal to the industries.

When we write to the Ministers in the matter, they acknowledge the letter stating that they will look into the matter and then write to us again. But they never write to us again. nor do they attend to the problem. So, the poor consumers and people belonging to the low income group suffer.

This situation is the direct result of two things. One is low production. It is claimed that production has gone up. I say that it is not so.

Another thing is want of coordination between the different Ministries. If the production has gone up, I would like to ask the Minister why the B.C.C.L. and the C.M.A.L. made such huge losses of the order of Rs. 30 crores. Why is it that the prices rose from Rs. 3.50 to Rs. 18.25 for coking coal and to Rs. 12.20 for non-coking coal? After having raised the prices, the economy of this industry, I think, is not in proper shape.

I ask as to why they have not paid Rs. 10—15 crores to the nationalised Banks in spite of court orders. Why they have paid Rs. 2 crores to selected foreign dominated companies or banks Why they have not paid to the nationalised banks when they have paid to the foreign dominated companies or banks. This is their usual method. They always favour the foreign-dominated companies. I ask whether it does not amount to the contempt of the court. If I were wrong in my say, I challenge the Minister to give facts of the ex-mine owners, the public limited companies having more than 70 lakhs capital and the payments made to foreign banks and nationalised banks against total collections for coking and non-coking mines separately.

I would further ask the Minister to furnish information to the House about the names of mining companies which have raised more than Rs. 50 lakhs as share-holding capital since the I.B.R.D. loan to the Government of India for coal industry, the amount to the credit of the B.C.C.L. and the C.M.A.L. as on 1st June 1973, as on 31st August, 1973 and the latest position and the amounts paid to the nationalised banks as on these dates on behalf of those owners and the balance of the short-term borrowings of the above in respect of coal mines. They have paid more to the foreign companies or the banks and they have deprived their dues to the nationalised banks. That is my charge.

Then, if they are sure that the production has not fallen, the Minister should furnish six-monthly production

[Shri P. M. Mehta]

figures for January—June and July—December for the years 1970, 1971, 1972 and 1973 along with investments for Chanda coal-field which is nearest to the Baroda-Bhavnagar-Poona industrial belt. Let him also mention the names of the collieries and the production of these coal mines.

I would also ask him to give the same information in respect of the Sudemdih mines of the Government of India for the same period and the investment till today.

Now, I want to bring to the notice of the Minister the problems of re-rolling mills. This is also an example of the non-cooperation between the two Ministries or indifference of the concerned Minister and the Ministry to the problems of their own Ministry. As you know, mostly, the re-rolling mills are the units in the small-scale sector. They have one problem regarding the excise duty.

The re-rolling mills have approached the Finance Ministry. but their stand is that, because the matter has now gone to the court, nothing could be done. But why did the matter go to the Court? It was because the local authorities or the subordinate authorities never cared to take right and logical conclusions. The Central Excise Department is allowing clearance as exempted goods bars and rods produced from ingots purchased from main producers, *i.e.*, the Hindustan Steel Ltd., Tata Iron & Steel Company Ltd., etc. However, if the same bars and rods are manufactured from ingots purchased from mini steel plants, the Department is demanding, and insisting on, payment of excise duty. I would like to know from Shri Malaviya whether he is aware of this problem. Will it not affect the production of bars, channels, etc., produced by the re-rolling mills using the ingots from the mini steel plants which use this scrap? I would request the hon. Minister to take initiative and discuss with the Minister of Finance. The Minister of Finance and the Minister of Steel and Mines should put their heads together and solve this problem instead of giving a reply that some party is aggrieved over the decision of the lower authorities of the Excise Department and has gone to the court and, therefore, they would not look into the problem. That should not be the attitude; that is not the way to deal with a problem which directly affects production of important materials, engineering and building materials.

I would now bring to the notice of the hon. Minister one very small matter but which is very vital for a common man. An ex-employee has been deprived of the pension given by the coalmines before nationalisation. I had written to late Shri Mohan Kumaramangalam and then to his successor, Shri T. A. Pai. Both of them acknowledged and said that they were looking into the matter and that they would inform me as soon as a firm decision was taken. It is not an isolated case. It is a question of principle, whether you want to continue the pension given by the private sector to its employees after nationalisation. I have written to the hon. Minister giving the reference of the communications addressed by late Shri Mohan Kumaramangalam and also by his predecessor. Shri T. A. Pai, and have requested him to look into this small matter. It has affected and ruined the life of a common man, an employee. But it has not yet been looked into. I think, he has not even acknowledged it. Is this the attitude of the Government towards the employees? This reflects on the attitude and approach of the Government, the labour policy of the Government.

In conclusion I would request the hon. Minister to give the information I have sought and to look into the very small case of that pensioner who was getting pension before and who has been deprived of it after nationalisation. I would also request him to discuss the problem of re-rolling mills

with the Finance Minister and solve it in the interest of the country.

Dr. MAHIPATRAY MEHTA (Kutch): I rise to support the Demands of this Ministry. I have specific reasons to support these Demands because under the dynamic leadership of the late Shri Mohan Kumaramangalam, a new turn was given to the whole aspects of coal, steel and other vital minerals. I am happy that this is being followed up by an equally dynamic leadership of Mr. K. D. Malaviya who holds the same ideology and we would like to see more progress made under his leadership.

We are glad to note that as far as minerals are concerned, the production has jumped from Rs. 466 crores in 1971 to something like Rs. 521 crores in 1973. Not only that, coal production also has increased to the maximum this year than the lenear years of 1971-72. Although the production has increased, there are many things to be attended to. And the main thing is the system of distribution. Formerly, two years ago, the stocks at the pit-heads were gradually reduced, but this year it has again gone up. Here, I was told and I heard the Deputy Minister saying in reply to a question that due to diesel and petrol and other oils getting costlier and scarce, the road transport has gone less. I would like to ask him whether it is not a fact that hundreds of trucks are waiting daily at the pit-heads for the coal to be loaded. They are being detained for days and days and as you know, if one truck is detained for a day, it will have to be paid Rs. 250 more. Now, what happens? They have to pay more for the coal and at the same time, they have to pay Rs. 7 or 10 more for the coal or to get the truck and sometimes they load ten tonnes of coal while the price of only 5 tonnes is credited to the account of the company. Here I would quote the Sanskrit saying:

"कामात् क्रोधम् जायते, क्रोधात् सर्व विनाशः"

Similarly. from corruption black money is generated and from black money price-rise arises and the price-rise leads to discontent amongst the masses. I am sure under the dynamic leadership of the new Minister, all these malpractices will be put an end to.

Let me tell you one thing most seriously. Corruption is not taken seriously at all as it ought to have been taken by the people concerned here. That is the worst luck of the people of India to-day because it has spread to the remotest corner of the country and it will ruin us all. This is the basic task left behind by the late Shri Mohan Kumaramangalam and I hope it will be taken up by his successor in all its seriousness. It is rightly said by my friend that the distribution of coal is very important now because at present the only source of energy is coal and after the oil crisis, it has assumed a specific significance and importance in the country. You should see to it that it reaches the utilisation end, the far end just like the western end from where I come. I am more concerned about Gujarat. That is why I am referring to it. That far end Gujarat requires 19,000 wagons per month. Gujarat being the centre of most of the textile mills and Gujarat produces the bulk of the textiles of India, to-day it hardly gets 10,000 wagons of coal, hardly 60 per cent of its requirements. Most of the textile mills are on the verge of closure. Our thermal stations are starving for coal. Only Dhuvaran supplies power as they depend on residual oil. The complaint is that coal does not reach them whatever be the reason.

What about soft coke? It hardly reaches 25 per cent of the total requirements. It is used in small-scale industries for brick-making, tiles and so on. They are totally closed now and thousands of workers are without their jobs. That is the position. The spiral of prices is rising day by day and it is a vicious circle.

[Shri Mahipatray Mehta]

We have seen the courage and valour of Gujarat spreading all over India. It is time we keep a hold over things and we should root out corruption from every sphere of life and we should give satisfaction upto the last man of the Indian nation. This is very necessary, Sir. But what happens is that we still go on following the old routine system. Labourers working in the pit-heads, working in the mines, are not given any basis amenities at all. Take for example Poland. Poland is a country where you will find that to call yourself a mionr is a prestige. The whole economy of Poland is on the mines. If he is a son of a minor he will be most respected. All minor families are respected there. But if you see the condition of the miner over here who works in the mine you will find that he is treated as if he is the most insignificant person. The man who works under the mine is paid less but the man who just counts the head, who just sees how many head-loads a person carries, is paid much more. This is the situation. So, the condition in our country is the same as it existed in the olden times. This should be changed. What we need is a dynamic leadership to change these old systems.

If coal is not being reached to the nearest part of the pitheads, how can it reach the farthest western parts of India? But there are alternative methods which could be developed over the western parts. As early as in 1952, this was found when Saurashtra was a separate State; the lignite plot of land was taken on lease from Kutch State by Saurashtra State to produce electricity. As early as in 1952 it had been found that lignite is there and it could be exploited. But we are now in 1974. Nothing has been done up till now. It is beyond doubt that huge quantities, 100 million tonnes, of lignite are there be exploited the overhead expenses here are much lower than in Neyveli. The caloric value of the lignite in Kutch is much more than the lignite in Neyveli, it is much superior in quality. For the domestic fuel they cancarbonise this lignite and they can help afforestation in these desert areas of Rajasthan, North Gujarat and Kutch. It is a very good thing that they are developing carbonisation in some coalmines of Andhra. This lignite in Kutch, if it can be carbonised, could be used as very rich domestic fuel. This is my respectful submission.

Take aluminium and bauxite. I visited Hungary and the conditions there are the same as are found in Kutch. Our lignite and bauxite deposits are found side by side as they are found in Hungary.

Aluminium, a non-ferrous metal, is the most important metal for anything. See what is the production of aluminium in this country? To-day we are totally dependent on imports. A project has been set up in Madhya Pradesh for the purpose. Another one is proposed to be set up in Ratnagiri. But, none of them is producing the required quantity of aluminium. This is the state of affairs today in spite of the fact that there is a huge quantity of bauxite deposit available side by side with lignite in Kutch. It has been proved by the experts of Neyveli Lignite. We took the advice of the GDR experts and they also agreed that best quality bauxite could be used as a raw material and power can be produced very easily from lignite. I do not understand why, in a developing country like ours, for setting up an industry anywhere only a political decision is taken instead of taking a decision based on merits? Here is a most backward area in this country which is on the border. There is quietness everywhere now in Gujarat. Let me tell you that let us not test the patience of the people of Gujarat any more. We have come out of that test

only recently. Here is a most backward area which is on the border which is gallantly facing the calamities that took place continuously in the last six years. This backward area faced droughts in the last six years in spite of the fact that there are potentialities.

Coming to the steel Plants let me point out one thing. You take only political decisions wherever there are agitations for setting up any plant. Where there are agitations, Government has succumbed to them. And they have put up plants there. All your steel plants have not proved successful because of that. Nothing is done on merits; everything is done by Government at the political level.

I would request the Minister to see that the coal that is being supplied is absolutely free from adulteration. You just come and see the wagons which are carrying coal. There are shells and the coal contains impurities. There are impurities in coal; till they reach Ahmedabad, more than 10 per cent of coal is lost due to pilferage and another 10 per cent is lost due to the impurities in coal. Apart from price rise or blackmarketing, the people have to pay this extra cess. Apart from this surcharge, they lose a large quantity of coal because of impurities.

Coal industry was nationalised. It is worth nothing unless we are able to achieve the desired objectives. See the nationalisation of steel plants. It is the rich people who get advantage of it for their skyscrapers and big industries. After nationalisation of steel industry, look at the condition of the poor people. They have to pay a heavy price for the steel to-day. How can a poor man getting Rs. 10,000 per annum afford to get the required quantity of steel either for his house or for organising a small-scale industry from black market? The poor man has to get his steel at the black-market rate. I say that the people who have got an income of Rs. 10,000 a year should be given preference in the matter of allotment of steel either for construction of their houses or for setting up smallscale industries.

But, Sir, unfortunately I come from that constituency which has been affected most by the nationalisation of coal. Not only coal, but, even in foodgrains, Kutchies have the monoply in Bombay—90 per cent of those are Katchies. I do not want to plead any mercy for these people. I am not asking for any compensation or anything of that sort. I would only ask you not to follow the dog in the manger policy so far as Gujarat is concerned. You do not have any minerals to be exported so far as Gujarat is concerned because it has got the reserves. You can give the development of minerals to these people who have been displaced from there.

If you follow the socialist path, I shall be the first person to support nationalisation of any industry. Kindly see that our backward area is developed when the raw material required for setting up an industry is available in plenty. Why delay all these things. Since 1948 lignite and bauxite have been found but they are being ignored.

So, Sir, I request you I, having come from the most backward and famine stricken State,—to take this into consideration.

श्री नरसिंह नारायण पांडे (गोरखपुर): सभापति जी, मैं माननीय मंत्री जी से कुछ सिद्धान्त की बातें इसलिए करना चाहता हूं कि आज जिस डिपार्टमेंट की उनकी जिम्मेदारी है वह डिपार्टमेंट ऐसा है कि आज अगर देश के नागरिकों को सब से ज्यादा किसी चीज़ की जरूरत है तो कोयले की जरूरत है लोहे की जरूरत है और जमीन से निकलने वाली उन तमाम चीजों की जरूरत है जो कि हमारे देश औद्योगिक

[श्री नरसिंह नारायण पांडे]

वातावरण को आगे बढ़ा सकती हैं और देश को आत्म निर्भर बना सकती हैं। मैं नही समझ पाया अभी कुछ दिन पहले इसी सदन में श्री दामोदर पांडे जी के पूरक प्रश्न के उत्तर मे माननीय मंत्री जी ने कहा था हमने "सेल" का इसलिये निर्माण किया कि उससे स्टील इण्डस्ट्री में कोआर्डिनेशन, डाइरेक्शन और उत्पादन के स्रोतों को बढ़ाना चाहते हैं। मैं नहीं समझ पाया माननीय मंत्री जी ने सेल को बना करके उसकी स्थापना करके जिस का उद्देश्य बड़ा पवित्र उद्देश्य है उसकी व्याख्या की कि उसका छतरी का रूप है और जो डिफरेन्ट यूनिट्स हैं उन के बारे में उन्होंने कहा कि हम सब को सेल्फ सफीशिएन्ट बनाना चाहते है, उन को और भी आटोनामी देना चाहते है। मैं नही समझ पाया मिनिस्ट्री का काम केवल नेशनल पालिसी को बनाना है, केवल टारगैट्स को फिक्स करना है या मिनिस्टी का काम नीति का निर्धारण करना भी है जिस को आपने सेल के ऊपर छोड़ दिया है। आज अगर वह छतरी है तो मुझे ऐसा लगता है कि माननीय मंत्री जी का मंत्रालय उस छतरी के नीचे आ गया है, छतरी के ऊपर नहीं आया है क्योंकि सारा प्रोडक्शन या डायरेक्शन का काम जो हो रहा है वह सेल के जरिए हो रहा है। मैं कहना चाहता हूं कि सेल का निर्माण यदि उत्तम काम के लिए हुआ है यदि उसका निर्माण कोआर्डिनेशन और प्रोडक्शन को बढ़ाने के लिए हुआ है तो आज जो स्थिति हैं उस को हमें समझना पड़ेगा कि क्या देश में जिस उद्देश्य को ले करके सेल बनाया गया है क्या उसकी पूर्ति हो रही है या उस के द्वारा एक टाप-हेवी एडमिनिस्ट्रेशन बनाया जा रहा है जिसके उपर अत्याधिक पैसा खर्च हो रहा है जिसका दफ्तर एयर-कंडीशंड में रखा गया है; बड़ी बडी मोटरें चलाई जा रही हैं जब कि आज के समय में हमें नान-प्लान एक्सपेंडीचर को कम करने की जरूरत है।

14.49 hrs.

[SHRI ISHAQUE SAMBHALI *in the Chair*]

मैं आपसे कहना चाहता हूं कि जो बड़े उद्योगपति है जो बड़े उद्योग धंधे चलाना चाहते है और जो छोटे उद्योग धंधे चलाना चाहते है अगर इस देश में देखा जाये तो उन के लिये अलग अलग नीति है। आज छोटे उद्योग धंधों के लिए अलग नीति अपनाई गई है और बडे उद्योग- धंधों के लिए अलग नीति अपनाई गई है। एक टन लोहा अगर बड़े उद्योग-धंधे को दिया जायेगा तो उस के लिए अलग सिस्टम है और एक टन लोहा छोटे उद्योग धंधे को चलाने के लिए दिया जायेगा, तो उस के लिए अलग सिस्टम है उसके लिए अलग नीति निर्धारित की जायेगी। दोनों की प्राइसिंग सिस्टम में भी तीन सौ रुपए फी टन का फर्क माल उठाने के बाद है। मैं चाहता हूं कि यह जो आपका सिस्टम है उसको आप बदलिये। उस मे एकरूपता लाइये ताकि सही तरीके से आज लोहा छोटे उद्योग धंधों को भी उपलब्ध हो सके। आज ऐसे कामों मे जो लोग लगे है चाहे वह कृषि का क्षेत्र हो या कोई दूसरा क्षेत्र हो उनको भी सस्ते भाव पर लोहा मिलना चाहिए। यानी जो स्टाक यार्ड का फार्मूलाज है इसको आपको बदलना पड़ेगा। जो डी० जी० टी० डी० को डायरेक्ट प्लान्ट से देते हैं लोहा इस नीति को आप को बदलना पड़ेगा। यदि नही बदला गया तो छोटे उद्योग धंधे देश में नहीं पनप सकते।

नैशनेलाइजेशन के बाद कोयले का प्रोडक्शन गिरा है उससे से पहले के आंकड़े आप लें तो पायेंगे कि 1971-72 में और

नैशनलाइज़ेशन के बाद जो आंकड़े है महीने महीने के जो आंकड़े है उन से पता लगता है, जिनको मैं कोट इसलिए नही करना चाहता क्योंकि मै जानता हूं कि मंत्री जी उस को स्वीकार करेंगे, कि उन आकड़ो मे कमी आयी है । इस की तरफ आप को देखना पड़ेगा कि क्यों उत्पादन के आंकडे कम है? क्या कारण है? कोई कारण ऐसा तो नही है जिस की वजह से आज देश मे प्रोडक्शन और वितरण मे कोई तालमेल नही हो पा रहा है । यदि इन मे तालमेल नही रहेगा तो कीमतों का बढ़ना स्वाभाविक होगा ।

मेरे यहा आप जानते है कि पूर्वी उत्तर प्रदेश मे 1943 मे, कोल नेशनलाइजेशन के पहले से सी० आर० ओ० काम करता था। सी० आर०ओ० मे हमारे पूर्वी उत्तर प्रदेश के 22 जिलों के मजदूर काम करने जाते थे कोलियरीज मे, आज नेशनेलाइजेशन के बाद उन को कम काम नही मिल रहा है। हालाकि यह बात सही है कि कुछ लोगो को आज नौकरी मे प्राथमिकता दी गई, उन के लिए क्वाटर बनाने की प्राथमिकता दी गई, लेकिन जो मजदूर लाखो की संख्या मे हर साल कोयलरीज मे थोडे दिनो के काम करने के लिये जाते है व डिप्राइव हो गये आज उन को काम नही मिल रहा है एक मीटिंग हुई थी जिस मे स्वर्गीय मोहन कुमार मंगलम, डिप्टी मिनिस्टर और माननीय रघुनाथ रेड्डी भी थे, उन मे यह तय किया गया था कि इंजन मज़दूरो के सम्बन्ध मे एक निश्चित नीति निर्धारित की जायगी । 14 मार्च, 1973 को स्वर्गीय मोहन कुमार मंगलम ने गोरखपुर लेबर आर्गेनाइज़ेशन के बारे मे जो कहा था उस को मै उद्धृत करना चाहता हू ।

"In view of the realities of the situation in Eastern UP, as the Gohrakhpur Labour Depot has been supplying labourers not only to coal mines but to other industries also, it could continue as its special employment exchange. Its continue role would be decided upon in due course, in consultation with the Government of UP and if necessary a group or a committee may be set up to study and make recommendations regarding the matter and the scope of the Gorakhpur Labour Organisation in the light of the abolition of the CRO.".

आज हजारो मजदूर बेकार पड़े हुए है । माननीय मंत्री जी ने यह आश्वासन 14 मार्च, 1973 को दिया था। इस आश्वासन के बाद आज तक क्या हुआ ? अभी फ़ाइनेंस कमेटी जाने वाली है गोरखपुर सूगर सेन्टर के अबालीशन की बात चल रही है, और सारे उत्तर प्रदेश के पूर्वी जिलों मे जहा से मजदूर दूसरे क्षेत्रो मे काम करने जाते थे, हाहाकार मचा हुआ है । आप जानते है कि पूर्वी उत्तर प्रदेश से मजदूर श्याम, बर्मा आदि तक जाते है मजदूरी करने क्योंकि यहां जमीन पर भार अधिक है, मजदूरी के अलावा और कोई दूसरा साधन नही है। मैं मंत्री जी से, जो बस्ती से आए है जानना चाहता हूं कि इस के बारे मे उन को जानकारी है, क्या कदम वह उठाने जा रहे है? वहां पर अस्पताल है, लेबर सेन्टर है उस के बारे मै आप की क्या नीति है यह आप स्पष्ट करें ।

आप ने जो मान्यवर मुझे समय दिया है उस के लिये मै आप को धन्यवाद देता हू।

PROF. MADHU DANDAVATE (Rajapur): Mr. Chairman, the success or failure on the steel front vitally affects all round developmental activities of the country. From that point of view, as essment of the peformance of the Steel Ministry acquires really, great assessment of the performance of the tain important issues like restructuring the Steel Authority of India, augmenting production, efficiency of various

[Prof. Madhu Dandavate]

steel plants, pricing policy, corruption involved in the distribution of steel and mishandling of labour disputes come into prominence.

Very often, whenever we try to point out certain lacunae and failure in Government policy, we are always told that it is, after all, a global phenomenon. When we speak of rising prices, we are immediately provided with statistic of rise in prices in different countries; when we advert to the newsprint crisis, we are again told that it is a global phenomenon. But I would like our Government to consider the global phenomenon so far as steel production is concerned. They cannot rely on the global phenomenon when it suits their convenience, but reject when it is probably inconvenient to them. I find the performance of the steel plants becomes very dismal when you take the global picture into account. For instance, in the USSR, last year the production was 131 million tons; in the US it was 136.5 million tonnes; in Germany it was 49.5 million tonnes and in an Asian country like Japan it was 119.3 million tonnes. The production in India—I am quoting the figure though you may think that I am misquoting—is only 5 million tonnes. When they refer to the world phenomenon as far as rise in prices is concerned, they should also take into account the production in our various steel plants public and private, and compare it with the world figure. Here we find the figure is so dismal, only 5 million tonnes.

Labour problem and the manner in which they are dealt with are vary also very important in this context. Efficiency cannot be maintained merely by streamlinging the administration of the steel plants. That also is very important. I am not one of those not responsible persons who will claim that efficiency depends solely on labour; it also depends on the administrative pattern; it also depends on the economic discipline introduced into the industry, it also rests on healthy industrial relations. Our Government always tell the private entrepreneurs 'You have to be an ideal employer. But what type of ideal employer are our Government as far as the steel and mining industries are concerned? I do not want to dwell on the problem at length, but will only give two illustration which can generalise the proposition—I do not want to spell out further details.

The construction engineers of Bokaro steel plant had some grievances. On 30 March 1500 of them had assembled to meet the Managing Director in connection with their demands which were purely economic. There was no question of these people acting as agents of a foreign agency or as the handmaids of Right reaction: they were trying to put forward their economic demands related to promotional policy, superanuation contracts, dismissals and, most important, recognition of their Union on the basis of accepted state norms.

15.00 hrs.

So, these are the legitimate to demands which they wanted to discuss with the managing director, and when they were assembled there and demanding that they would like to meet the managing director, what did they get in return? The ideal employer did not try to offer the negotiating table, but they were lathi-charged, and they were arrested. I have with me here a photograph which indicates that 700 of the arrested men, out of 1,500 arrested, were put in truck and they were carried to the police station. I am prepared to lay* this photograph on the Table of the House. It makes very attractive reading as to how even the accommodation problem is not solved, as far as this truck is concerned. The 1,500 construction engineers were arrested and they were lathi-charged instead of being offered the negotiating table, they were treated this way.

*The Speakers not having subsequently accorded the necessary permission, the photograph was not treated as laid on the Table.

THE MINISTER OF STEEL AND MINES (SHRI K. D. MALAVIYA): Shall I dare to correct my hon. friend? Perhaps 1,500 people were not arrested; it was only a couple of hundreds or a little more were arrested, and that too for reasons which I will state and perhaps he will not differ from me about the reasonabless of this.

PROF. MADHU DANDAVATE: My information is on the basis of news papers and various statements issued by the unions; they say that 1,500 were arrested and out of that, I was told that 700 were put in the truck. Now, I do not want to do the exercise of making out how many can be seen in the photograph. You can very well see from the photograph that there are definitely a few hundreds. But it is like this: if you were to say that the number of cases where corruption is indulged in is not 60 per cent but it is 68.5 per cent if such statistics are given, they do not nullify the real proposition at all.

Another illustration I would like to give. It is a question of recognising a union also. Since the mines form part of the Ministry of Steel and Mines—it is part and parcel of the same Ministry—I would like to give another devastating illustration. On the 9th April, 1974, there was an armed attack on the Baulia Quarry Mazdoor Sangh office by some INTUC workers. I have in my possession all the names also of those leaders who attacked them. One name is Tripura Mishra, who is the local zamindar a supporter of the INTUC. Many other trade union workers were also involved in that armed attack. 31 trade unionists nearabout that trade unnion office were injured. There were a number of trade union organisations affiliated to the HMS which has been recognised for more than 35 years by democratic means. They could not capture the union. Therefore, they indulged in armed attacks on this particular office. I had tabled a Calling Attention notice. I have notice under rule 377 also. But I was told that I could place this particular point during the discussion of the Demands for Grants of the Ministry of Steel and Mines. Therefore, I am bringing it to the notice of the Minister, and I am sure he will take due note of this and see to it that such attacks on trade union offices of democratically accepted and recognised unions will not be indulged in.

MR. CHAIRMAN: The hon. Member's time is up.

PROF. MADHU DANDAVATE: Sir, please give me a few minutes more. There is the problem of restructuring the SAIL, the Steel Authority of India Limited The performance in the field of production is extremely poor and the structure of the SAIL is such that they have not been able to deliver the goods, they have not been able to augment efficiency and they are not able to ensure that the underutilised capacity, is harnessed in a proper way.

The holding companies are developed in the most lopsided manner. Like some of the modern ladies, fat ladies putting on weight at the wrong place some of the holding companies are putting on weight at the wrong place, and I hope the lopsided development in the entire structure of the Steel Authority of India Limited and also of the holding companies will be ended.

SHRI NAWAL KISHORE SHARMA (Dausa): No aspersions on ladies please.

PROF. MADHU DANDAVATE: What is wrong in that?

सभापति महोदय : उन का टाइम खत्म हो चुका है। महरबानी कर के इन्ट्रप्ट न कीजिए.

PROF. MADHU DANDAVATE: I have a sense of humour and so I do not mind that. While the holding company is major effort to restructure the public sector, it must not only process all Government shares in Hindustan

[Prof. Madhu Dandavate]

Steel Limited and the public sector iron ore and coking coal mining units but also act on behalf of the financial institutions in relation to shares held by them in private sector steel plants.

As far as the pricing policy is concerned there is potential mischief in the dual pricing policy. I concede that this potentiality has been reduced to some extent, because on the same type of item there are no two prices fortunately, unlike sugar. They have introduced a system by which the priority sector like the Railways, public sector undertakings and the core sector have been given rather a fair price. At least to that extent the mischief has been minimised. At the same time the operation of the dual price also has been taking place in such a way that there is a lot of corruption.

I shall quote only one instance. On the floor of the Maharashtra Assembly in reply to a question, it was admitted by the Minister that 3,000 tonnes of steel found its way into misuse in the period from August 1972 to March, 1973. All of us are extremely sympathetic to these small scale industries. Unfortunately a number of camouflaged small scale industries are coming up on paper. Steel quotas are obtained and then those are sold in the black market. In my own State of Maharashtra, particularly in Bombay, 40 per cent of the steel quota that is received by certain firms and companies are being sold in black market. I try to call the attention of the House to these malpractices I hope the hon Minister /will take note of this. In view of all these difficulties. I hope the Minister would try to devote more attention to the restructuring of the Steel Authority, eliminate corruption and lacuna in the dual price system and also ensure that there are better relations between the employers and the employees so that efficiency and production can be stepped up.

THE MINISTER OF PARLIAMENTARY AFFAIRS (SHRI K. RAGHU-RAMAIAH): May I inform the House that the hon. Minister Mr. Malaviya will reply to the debate at 5.15 P.M.

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): A large number of points have been made by hon. Members who spoke on the Demands of the Ministry of Steel and Mines. Steel and coal are the two basic materials on which the development of the entire country depends. Whether we talk of the green revolution in the agricultural sector or of the industrial revolution, it all depends upon the performance of this Ministry I shall not deal with the steel part of it. I shall deal with only the coal part of it. All these mines have been nationalistd and are now under the public sector and all these mines are now managed by new set of companies, CMA and BCCL. The coking coal mines were nationalised in the year 1972, (1st May 1972) and the non-coking coal mines were nationalised on 1st May 1973. Now, Sir, all these mines, as I said, are now under the control of two companies. The CMA, which has been formed, is looking after more than 341 collieries and the BCCL is looking after, I think, about 390 collieries. By this, it is possible to re-structure and reorganise the overall management pattern of the industry in a very coordinated way.

Many members have spoken or have expressed doubts in regard to the increased production of coal. Sir, if I quote the figures for the preceding years, one can easily see that production has not gone down. Rather, I would say that production has gone up Production of coal during the calendar year 1973 was 77.25 million tonnes, showing an increase of about 2.4 million tonnes against the production figure of 1972, which was 74.81 million tonnes. For the year 1973-74, the last target fixed was 79 million tonnes and it is expected that this target of 79

million tonnes will be fulfilled. For 1974-75, the target has been fixed at 95 million tonnes. Although it was previously fixed at 85-90 million tonnes because of the price hike, petroleum price hike, not in this country, but in the international market, it has been decided that production of coal should be raised to 95 million tonnes. Sir, to achieve this target of 95 million tonnes in the coming year, a number of steps have been taken both by the CMA and BCCL, not only to achieve this target for 1974-75, but to achieve the target..

SHRI NAWAL KISHORE SHARMA: May I put one question to Mr. Hansda, on a point of information? Mr. Hansda has claimed that production of coal has risen by 2.4 million tonnes in 1973. Of course, on record, it is so. But, it is said that in fact, when the collieries were in the hands of private owners, production of coal was much more than it was shown in the records. By not showing this in the records, they were making profits out of it. Would he able to contradict this fact that production of coal was much more and it was not shown in the record? Production of coal, as such, has come down though it was much more than what it was shown to be.

SHRI SUBODH HANSDA: I am giving this information from the records, which I have got. Probably, erstwhile owners have not shown the actual production in the records. I am quoting the figures, from whatever information I have.

During the fifth plan, the target has been fixed at 135 million tonnes, to be achieved by 1978-79. But because of the present oil crisis in the international market, the Planning Commission has set up a number of study groups to review the fifth plan, including coal production. This working group will study a number of subjects and the findings will have a bearing on the programme of coal production in the fifth plan. The subjects which are to be studied by these study groups are very important, namely, primary fuel substitution in power house boilers, Secondary fuel substitutional in power house boilers; fuel substitution in industrial boilers; reduction of fuel consumption in steel industry; development of new boilers, coal gasification at the existing plants in Calcutta (including Durgapur) and Bombay; installation of LTC plant at Singareni and Calcutta; study of gasification plant; replacement of fuel oil by coal as feed stock for fertiliser plant; substitution of fuel oil in power house boilers as secondary fuel by coal gas produced from captive gas plants. This report is still awaited. A final decision will be taken when this report has been examined by the Planning Commission. Besides, a number of steps have been taken not only to achieve the target for the current financial year but also for the fifth plan. If all these steps are taken—I do not want to go into their details now—the target for 1974-75 will be achieved.

Dr. Mehta said that the trucks are detailed at the pithead. A number of other hon. members also referred to corruption. Corruption is such a thing which it is very difficult to eliminate from this or any other industry. The corrupt practices mentioned off and on against the officers of the CMAL are regarding purchases, issue of permits, purchase of stores, employment of workers, etc. In a vast organisation like this, it cannot be said that such things cannot happen at all. But all these cases are promptly investigated by the CMAL.

PROF. MADHU DANDAVATE: Even in the case of public sector steel plants where there was accumulation of steel, to get the necessary wagons, the management has to bribe the railway officers!

SHRI SUBODH HANSDA: Whenever there is any complaint, we take prompt action. All the complaints against the CMAL and their officers are promptly looked into and remedial action taken. Even the anonymous and pseudonymous complaints received either by the CMAL or by the Ministry are always looked into in the best possible manner.

[Shri Subodh Hansda]

The CMAL has set up a vigilance organisation for effectively dealing with cases of reported corruption and mal-administration and taking preventive action. At the apex level the vigilance organisation is supervised by the Chairman, CMAL. At the divisional level, particularly in the Western and Central level, there is one independent officer who is looking after all allegations In the eastern division there is one officer who is looking into it, and very soon a permanent officer will be appointed to look into charges of corruption.

SHRI BHOGENDRA JHA (Jainagar): There is no point in beating about the bush. What about specific cases of corruption mentioned by us? Can you say that you are going to adopt a policy that no ex-colliery owner or ex-contractor is going to be employed as your agent or supplier?

SHRI SUBODH HANSDA. We have no information of any case where any ex-colliery owner has been employed as contractor. If any specific cases are brought to our notice, we will certainly look into them and take necessary action.

Although the vigilance organisation is under the CMAL, it is an independent organisation. As a result of enquiries, a number of officers have been punished and some of them have been transferred from one place to another. They also get the cooperation of the State police in unearthing cases of corruption. The results which we have got are undoubtedly encouraging. Even though the vigilance organisation is an independent one, in order to remove all doubts, I desire that it should be an independent organisation and not under the CMAL.

Some questions have been asked about pricing and distribution. After the take-over of these mines, particularly the non-coking mines, the price of coal has not been increased so far. After the take over of the mines under the BCCL, there was a slight increase in the price of coal from 1st May 1972 by Rs. 3.20 per ton. That is because the labour strength has gone up from 87,941 to 1,15,804.

The second increase which was made by the B.C.C.L. also is a marginal one, that is, only Rs. 2.75 per tonne. That is due to an increase in the dearness allowance and other bonuses paid to the workers. The last increase which was made by the B.C.C.L. is charged only from the steel plants. It has nothing to do with the coal consumed by the public. Therefore, it has no impact on the price of coal consumed by the public as said by some of the hon. Members. Although the price of coal has been increased in the case of steel plants, it has no impact on the increase in the cost of production of steel.

Since the nationalisation, the wage packet of the labourers has also gone up The Wage Negotiation Committee which was set up by the Government has increased the wages of the labourers. For the monthly-rated workers, it is Rs. 39/- per month and for the daily-rated workers, it is Rs. 1.50 per day. This has led to an increase in the cost of production. Therefore, an inter-Ministeral Committee is going into all these details. The report of that Committee is still under consideration. It is expected that the price of coal might go up by Rs. 10-12 per tonne. As regards the charges which have been made by some of the hon. Members that the coal price has been increased because of nationalisation, I do not agree on this point because some of the traders or the unscrupulous businessmen are taking advantage of the short-supply of coal to the consumers.

Now, something has been said about coordination, that there is no coordination between the Railways and the Ministry of Steel and Mines.

AN HON. MEMBER: It is a thing of the past.

SHRI SUBODH HANSDA: It is not a thing of the past. The coordination is always maintained. But, unfortunately, as the hon. Members are aware, even today, this matter was discussed that the Railway employees have threatened to go on strike from a certain date....

SHRI C. T. DHANADAPANI: That is a separate issue.

SHRI SUBODH HANSDA: It is not a separate issue. If you remember, in August last, some of the Railway employees went on strike and there was go-slow and work-to-rule method resorted to. All this had an impact and the wagons could not move from the pit-heads to the consuming centres. When the coal could not reach the consuming centres, naturally, some of the unscrupulous traders took advantage of that and they charged higher prices from the consumers. It is not that the Coal Mining Authority or the B.C.C.L. have charged increased prices from the consumers.

Then, some of the hon Members expressed a doubt whether we will be able to reach the target of 135 million tonnes during the next Fifth Plan period. It is true it cannot be said now that because of the very quick changes or the price escalation that we are watching, with the amount that has been set apart in the draft Fifth Five-Year Plan, it may not be possible to achieve the target. But I am very confident that, with the full cooperation of the coalmine workers—I must thank the workers, particularly the coalmine workers, for the full cooperation that they are giving to the authorities in production—the target fixed for the Fifth Five-Year Plan will be achieved.

Some members mentioned about facilities or amenities to be provided to the coalmine workers. After nationalisation, we have got in the CMAL about 3½ lakhs of workers. We have not been able to provide them with quarters or drinking water facilities or medical facilities or other facilities for the betterment of their life. But the CMAL is trying its best to provide them all these facilities in the near future.

There is a fund called the Coalmines Labour Welfare Fund. Prior to nationalisation, there was a huge accumulation of amount, about Rs. 10 crores, in that Fund. It was not utilised at that time; and even after that, this amount has not been spent for housing purposes. Since all the mines have now come under the public sector, it is the duty of the Government to see that the coalmine workers are provided with quarters. Prior to nationalisation, there were only 71,947 quarters and most of the quarters were also damaged. After nationalisation all these quarters have been repaired and the CMAL has already started constructing about 7,046 quarters, and much progress has been made in this respect. It has been planned in a phased manner that, in the coming years, another 9,000 houses will be built up for the coalmine workers. But, as I have already said, a huge amount is lying accumulated in the hands of the Labour Ministry. That amount has not been spent so far. Now the CMAL is trying to get that amount from the Labour Ministry. Since this amount is governed by a statute, the statute has to be changed to hand-over the amount to the CMAL....

SHRI C. T. DHANDAPANI: Who is to execute the housing scheme—your Ministry or the Labour Ministry?

SHRI SUBODH HANSDA: All the housing schemes are, usually, executed by the Labour Ministry, but now since the CMAL has come into existence, it is the duty of the CMAL

[Shri Subodh Hansda]

to see that houses are constructed, and the CMAL, even without having this amount, on its initiative, has started construction of quarters.

Regarding medical facilities, although there were hospitals, prior to nationalisation, these hospitals were not fully equipped; there was shortage of medicines and equipment; there was shortage of doctors and nurses; but all these hospitals have now been provided with doctors and other equipment. Even the workers attending the central hospital of the Coal Mine Welfare Fund organization are allowed conveyance or travelling expenses for medical treatment.

Now, with regard to water supply, to provide water supply to the mine workers a number of wells have been constructed, pipe-lines have been laid and pressure filters and chlorinators are being procured for improving the existing water supply scheme in the mine areas.

Other sports activities are also given all sort of encouragement.

श्री कृष्ण चन्द्र हाल्दर (औसग्राम): इन खदानों में काम करने वाले जितने मजदूर है, उन के पीने के पानी के लिये आप ने क्या इन्तजाम किया है ?

SHRI SUBODH HANSDA: It is very difficult to say. It is a gigantic problem because the Coal Mines Authority has been there only for the last one year. So the hon. Member cannot expect that all the coal-miners can be provided with drinking water facilities or any other facilities. Whatever is possible is being done. It will take a long time and I hope the hon. Member will wait for some time or give some time to the CMAL to provide workers drinking water facilities.

Lastly I would like to say, although there are a large number of points but since I have taken a lot of time, I would like to say about the closed mines....

श्री धनशाह प्रधान (शहडोल): शहडोल जिले की धनपुरी कोलियरी में काम करते हुए जिन मजदूरों की जानें चली गई हैं, उस के लिए क्या एन्क्वायरी की गई ? कौन दोषी पाये गये ? कोयलियरी में काम करने वाले मजदूरों की लाइफ़ इंशोरेंस कें लिये क्या व्यवस्था की गई है ?

SHRI SUBODH HANSDA: The last point I would like to mention is that a large number of questions are usually put on the floor of the House as well as discussed at the Consultative Committee meeting, regarding these closed mines. When the coking coal mines were taken over, there were 42 closed mines and except 3 in the Jharia field and one in Barakar region, all have been amalgamated with the working mines under the re-organization scheme. All the four closed mines of Haruldi in the Jharia coal field have also been reopened and the proposal for re-opening the other two mines is under consideration. At the time of taking over the non-coking coal mines, 152 mines remained closed. Now, out of these, 31 were in the area which now falls in the BCCL area and the balance are under CMAL. Now, the CMAL has already re-opened more than 10 closed mines giving re-employment to more than 1200 people in all these closed mines. Now, a matter was raised why the ex-employees have not been given employment. The CMAL is trying to re-open the other mines also which remain still closed and the Planning and Development Organization is working on all this trying to find out whether it is possible to-re-open these mines and we are hoping that all these closed mines will be re-opened and those workers who were thrown out of employment from these mines will be re-employed.

With these words, I conclude.

SHRI JAGANNATH RAO (Chatrapur): While supporting the Demands of this Ministry, I would wish to make a few observations more by way of suggestion rather than by way of criticism.

I am glad my friend, Shri Malaviya has come back to this Ministry where he used to be ten years ago where he dealt with the Department of Mines and Fuel.

In the field of fuel, which he is not now dealing with, he has built up a marketing organisation of the IOC about which everyone of us should be proud of. And I am sure that he will bring to bear upon the Ministry the impress of his own personality and that he will improve the functioning of the entire Ministry.

We are in an era of shortages. There is shortage everywhere. There is shortage of steel, there is shortage of power, there is shortage of coal, everything In respect of steel this year the demand is expected to be 5.8 million tonnes. But there is shortage. There are two reasons, as have been mentioned in the report. One is power-shedding, and there is shortage of steel in the world itself so that the demand cannot be met. If they cannot increase production,—whatever be the reasons, there may be valid reasons,—at least they should see that the demand of steel is reduced in the country, and not use steel for everything. Even that has not been done The capacities have to be of the order of 10.6 million tonnes by 1978-79. I doubt whether this capacity can be built up. Because Bhilai expansion is up to 4 million tonnes and this was expected to be completed by December, 1976. There is going to be delay by two years. That means, within 4 years, this 2.7 million tonnes capacity cannot go up to 4 million tonnes. For Rourkela there is no question of expansion. Only Bokaro is our life-saving unit. Bokaro's production was 1.7 million, then it comes to 4 million and when it comes to the present figure which I have quoted is not known. Therefore, how are you going to reach 10 million tonnes rated capacity? It is a long way off. Therefore the shortages will continue even by the end of the Fifth Plan. This is my submission.

Now, what are the reasons for this? Bhilai is doing very well. The production at Bhilai is 77 per cent of rated capacity both in regard to ingot steel and also in regard to saleable steel. Next comes Rourkela, 58 per cent in both the categories, and in the private sector, TISCO comes next. The other units are not doing very well. What are the reasons? What the fundamental defects which stand in the way of maximising the production? We have not reached the required rated capacity. Unless we reach rated capacity, unless we go upto at least 35 per cent of it, it canont be said that all units are functioning well. This is the position and I am sure the hon. Minister will look into this matter.

It has been stated in the Press that the Minister is considering of the restructuring of this monolithic holding company. It cannot deliver the goods. It is a question of autonomy. The General Manager or the Plant Manager, whoever it may be,—who may be in charge of the unit, should have full autonomy, so that the unit can function independently and only on policy matters could he come to the Ministry for sanction. I think this point will be looked into by the hon. Minister

We now come to coal Coal is another basic raw material and I welcome the nationalisation of the coalmines, both coking and non-coking coal. It is the basic raw material vital for development and it is in the fitness of things that it should be in the hands of the State so that their exploitation and expansion could subserve the common good This has been done 2 years ago and I welcome it and everyone in the House also welcomed it. Two years have passed after nationalisation. Have we progressed? It is not that the principle of nationalisation

[Shri Jagannath Rao]

is bad, but there has been no progress. Has the BCCL or CMA opened any new mines in these two years? No. For mechanisation of mines it takes a minimum of 6 to 7 years.

What has happened to Sudamdih Mine which was developed with the Polish collaboration? The rated capacity of this mine is of the order of one million tonne. Have we reached even one-tenth of its capacity? If not, what are the reasons? Is it possible to reach a target of one million tonne by 1978-79? The Deputy Minister said that we will be able to reach this target. Some members have expressed a doubt about our reaching the target. I have no doubt in mind about it. We cannot reach that target. Till to-day, two years have passed already. We are now in the beginning of the Fifth Five Year Plan. It takes three years for any mine to go in for production. So many mines have been closed down. We have to open up the closed mines or discover some open cast mines so that, if you work up those mines, certainly, we may be able to increase our capacity so as to reach the target of one million tonne from the present 75,000 tonnes. For this there must be a proper programme and we must have a report month by month. There should be a quarterly report about the programme. The report does not speak about that at all. If there is anything, I shall be the first person to be happy about it. I was dealing with the Mines Department some years ago. I know much about the mines. The Ministry has to apply its mind to see that the mines are developed in such a way that the target fixed is reached. Unless coking coal mines are developed, there would be shortage in production of steel.

Another point is with regard to the C.M.A. It has got enough coal. Production has also increased in this regard. I am not going into that aspect at all. Private owners managed to show more production by giving wrong accounts. The railways say that the wagons are made available but the C.M.A. says that wagons are not made available. This sort of thing in public does not speak well.

The target is fixed by the Planning Commission which is unrealistic. For example, in the Third Plan, they fixed a target of 97 million tonnes whereas in the Second Plan it was only 67 million tonnes—an increase of 30 million tonnes. The N.C.D.C. has a capacity of 2.9 million tonnes which has been increased to 16 million tonnes. The demand did not go up. Then the capital invested became a dead capital. Therefore, I say let the ministry, apart from the targets fixed by the Planning Commission, examine the question more thoroughly and see what could be the policy that should be followed so that the investment does not become a waste. The N.C.D.C. had built up its capacity; but why is it incurring losses? These are some of the major factors regarding coal.

Now, we are passing through an energy crisis. The world is experiencing shortage of power. Therefore we have to put the coal to several uses. Necessity is the mother of invention. So, we have to see what other uses the coal could be put to. A Committee was appointed for enunciating the fuel policy in this country. I think it was appointed some time in October 1970. I do not know whether its report is ready The Government should also announce a national fuel policy so that no resources are wasted. There should be proper distribution of resources. Resources should be exploited properly.

I come to the non-ferrous metal. Aluminium is a very important metal. We are not self-sufficient. Why should it be in the hands of the private sector? The demand is about 96,000 tonnes. I am not pleading for nationalisation at all. Let us first consolidate what we have done already. When time comes, we should nationalise this also. B.A.L. Co. had produced a huge quantity of alumina. I

want to know when is the Smelter expected to come up? What happened to Koyna Project? Koyna is still in the drawing board stage. I do not think it will ever come up at all. I would submit one thing. The J.Ks. were given a licence to set up a 30,000 tonnes aluminium Plant in Koratput District of my State. So far nothing has been done. If the party is not able to start it, why cannot the Government do it in collaboration, of course, with the Orissa Government? Bauxite is available; infra-structure is available; power is also available at cheap rate. We have only to build up the capacity. It is stated that the demands will go up by the end of this year. How are we going to meet it? Aluminium is taking the place of copper. And so, we have to produce aluminium out of bauxite when there is enough of bauxite available in this country. Therefore, I would request the Minister to apply his mind to it.

Now, I come to copper which is another scarce metal. The demand is said to be more than 83,000 MT whereas we are producing only 12,000 MT. The report says that the private sector was producing only 10,000 MT whereas we are producing 12,000 MT. That is not the way to look at it. The new smelter's capacity is 20,000 MT. So, we should go up to 17,000 to 18,000 MT. Then only we can say we have done better. I am not satisfied and I am not happy. That matter should also be looked into.

Now, a word about zinc. Zinc is also a scarce metal. The demand for zinc is about 1,31,000 tonnes. It is going up to 2,00,000 tonnes by the end of 1978-79. We were told that expansion of the Hindustan Zinc to 45,000 tonnes would be done quickly. But the last year's production came down to even less than half of the previous year's production. When is the Vizag plant coming up? Are you going to increase the capacity of Udaipur plant further?

Now, I take up lead. We produce only 3,600 MT. Lead is a bye-product of zinc. There are good lead deposits available in Sargupalli in Orissa. 5.6 million tonnes of reserves have been spotted out which are of high quality 7.5 per cent p.b. That could be developed if you produce not less than 1,000 tonnes per month. Again it takes time. We have to develop the non-ferrious metals so that we do not import these metals from foreign countries and pay at LME prices. We have got the reserves and we have to develop them. The Planning Commission should be presuaded to give more money to this Ministry because these basic raw-materials have to be built up to develop the economy of the country.

*SHRI E. R. KRISHNAN (Salem): Mr. Chairman, Sir, on the Demands for Grants of the Ministry of Steel and Mines for hte year 1974-75, I rise to say a few words.

Sir, I reprensent Salem and I am sure that you will appreciate my interest and anxiety in the expeditious implementation of Salem Steel Plant. Salem Steel Plant has been the dream-child of 4½ crores of Tamil people and naturally they are all eager to see that the Salem Steel Plant is completed as early as possible. With this objective in view, the State Government of Tamil Nadu has acquired the required land and handed it over to the Plant authorities. All the preliminary requirements that are to be done by the State Government in connection with the Salem Steel Plant have been completed by the State Government. According to the target fixed by the former Minister of Steel and Mines, the late Shri Mohan Kumaramangalam, the production in the Salem Steel Plant should start by the end of 1977-78. I wonder whether this target will be fulfilled when I look at the manner in which the things are done in respect of Sales Steel Plant. The Detailed Project Report is yet to be prepared. The construction work is

*The original speech was delivered in Tamil.

[Shri E. R. Krishnan]

yet to begin. The orders for the machinery have not so far been placed. There are only four years left for the production to start.

As had been earlier pointed out by my hon. friend Shri C. T. Dhandapani the allocation of Rs. 15 crores for 1974-75 for the Salem Steel Plan has been reduced to Rs. 3 crores. The Minister of Industry of Tamil Nadu State has pointed out in the Tamil Nadu Legislative Assembly that this reduction in the allocation for 1974-75 from Rs. 15 crores to Rs. 3 crores will consequently result in the unemployment of about 7500 workers. The Chief Minister of Tamil Nadu, Dr. Kalaignar Karunanidhi, has also written to the Prime Minister in this regard requesting her that the allocation of Rs. 15 crores for the Salem Steel Plant should be restored and the Plant should be completed as per the schedule. He has also brought home to her the dangerous consequence of this reduction, which is likely to throw 7500 workers out of employment.

Sir, the former Minister of Steel and Mines, the late Shri Mohan Kumaramangalam, did a yeoman service for the establishment of Salem Steel Plant. His mantle has now fallen on the broad shoulders of Shri K. D. Malviya who is capable of meeting the challenge. I plead with him that he should exert all his energies in completing the Salem Steel Plant at the earliest. He should also restore the unjustifiable reduction of allocation from Rs. 15 crores to Rs. 3 crores for the Salem Steel Plant for 1974-75.

Sir, I regret to point out that the Chairman of Steel Authority of India Ltd. has not yet visited the Salem Steel plant, though this Authority was formed about two years ago. Similarly, after the sad demise of Shri Mohan Kumaramangalam, no Minister of Steel and Mines has visited the Salem Steel Plant. I request that Shri K. D. Malaviya, who was responsible for putting our country on the oil map of the world, should visit the Salem Steel Plant and ensure that Salem Steel Plant comes on the steel map of our country as early as possible.

Many hon. Members have pointed out that steel is the basic requirement of all economic and industrial activities in the country. But, the Government of India seem to be having a different notion about the steel industry. In 1973-74, the budget allocation for steel was Rs. 192.92 crores and the allocation in the Revised Estimates of the same year was only Rs. 160.20 The Government have explained that this saving of Rs. 32.73 crores in this vital sector was due to the steps taken to control the inflationary pressures. I am unable to appreciate this explanation. You will also be of the same view if you know that the import of steel in 1971-72 was Rs. 237 6 crores, in 1972-73 Rs. 217.1 crores and from April to September 1973 Rs. 104.7 crores. When we are importing steel items worth crores of rupees, during 1973-74 the production was only 60 per cent of the rated capacity of the steel industry. When a demand was made in Rajya Sabha that a committee should be appointed to go into the question of under-utilisation of the rated capacity in the steel industry, the hon. Minister of Steel and Mines did not accept that suggestion. He promised that he would personally look into the problem of under-utilisation of the rated capacity and take appropriate steps for achieving fuller utilisation of the rated capacity. I appeal to him that he should take concrete steps for fuller utilisation of the rated capacity and then only the Government will be able to conserve our slender foreign exchange resources by reducing the import of steel items.

Sir, if I say that the North, so far as steel industry is concerned, is flourishing and the South is languishing, my statement would be misconstrued. In a seminar convened by a Steel factory at Bangalore recently, the Minister of Industry of Karnataka, Shri S. M.

Krishna, who belongs to the ruling Congress Party here, has expressed that in the North even without fixing the production targets, the steel factories are expanded. It is the normal practice that expansion should be done only after a unit achieves production to the full rated capacity. But this is not the criterion so far as steel plants in the North are concerned. But the Central Government neglects the development of steel industry in the southern States. This is the allegation made by the Minister of Industry of the State of Karnataka ruled by the Congress Party. He has bemoaned that even the Steel Plants proposed to be set up in the Southern States are being inordinately delayed. I request that the hon. Minister of Steel and Mines should personally look into this and do the needful at the earliest before the people in the Southern States get disenchanted with the Central Government.

Sir, before I conclude, I would refer to the finding of a vast underground source of iron ore in Tiruvannamali of North Arcot District in Tamil Nadu. In a Press Conference held recently in Madras, the Director of United Nations Development Agency, Mr, A. Hutton, has pointed out that Tirvannamalai mines might yield about 14 crores tonnes of iron ore, out of which 65 per cent could be utilised for steel production. The Minister of Industry of Tamil Nadu has referred to the finding of iron ore in Tiruvannamalai as manna from heaven I appeal to the Minister of Steel and Mines, Shri K. D Malavia, that he should take concrete steps for exploiting the Tiruvannamalai iron-ore mines and also for setting up a steel plant near the mines for assuring proper and full utilisation of the iron ore

In conclusion, I would in brief say that the production of coal in 700 nationalised coal mines has gone down in 1973-74. I am sure that the hon. Minister of Steel and Mines would look into the reasons for the decline in coal production and take appropriate steps for increasing the coal production in the nationalised coal-mines.

With these words, I conclude.

16 hrs.

श्री सी० डी० गौतम (बालघाट) : सभापति महोदय, मैं इस्पात और खान मंत्रालय की मांगों का समर्थन करता हूं और क्योंकि आप घंटी जल्दी जल्दी बजा देते हैं, इसलिए मै चन्द बाते ही कहूंगा ।

पहली बात तो यह है कि मैं बालाघाट का रहने वाला हू, जो कि मध्य प्रदेश मे है और जहा पर मेंगनीज और इन्डिया नाम की एक पब्लिक सेक्टर की कम्पनी है । सारे हिन्दुस्तान मे यही एक पब्लिक सेक्टर की कम्पनी है जोकि मेंगनीज का धंधा करती है परन्तु आज उस की स्थिति यह है कि जहा पर लाखों और करोडो रुपयो का मुनाफ़ा होता था वहा पर मुनाफ़ा नही होता है बल्कि नुक्सान होता है । वहा पर करीब 3 लाख टन माल पड़ा हुआ है स्टाक में और प्रर्याप्त रूप से वैगन्स नही मिलते है । उस माल को उचित कीमत कोई व्यापारी खरीदने वाला नही है । मिनिस्टर साहब ने हमें बताया था कि हम इस माल को डिस्पोज आफ़ करने के लिए उस को बिकवाने के लिए भरसक प्रयत्न कर रहे है परन्तु अभी तक कुछ नही हुआ है । यह एक स्वभाविक बात है कि जब उन को मुनाफ़ा नही होता है तो मजदूरो की हालत भी खराब होती जाती है । मै आप को बताऊ कि वहा पर 26 मार्च को स्ट्राइक हो गई थी परन्तु हम लोगो के तथा कुछ दूसरे लोगो के मध्यस्थता करने वह हड़ताल रुक गई है । कुछ समय के लिए वह रुक गई है पर हमेशा के लिए वह रुकने वाली नही है । इसलिए मेरा निवेदन है कि कम्पनी को और सरकार को इस ओर ध्यान देना चाहिए । मजदूरों की एक मांग यह है कि पिछले जमाने में जबकि वह सी०पी०एम०ओ० कम्पनी थी और बाद में वह मेंगनीज ओर इन्डिया नाम

[श्री सी० के० [illegible]]

की पब्लिक सेक्टर की कम्पनी बन गई तो उन को अनाज के रूप मे मजदूरी का कुछ भाग दिया जाता था । अब उन की माग यह है कि क्योंकि आज कि जमाने में अनाज नही मिलता है इसलिए मजदूरों को दिन को चार रुपये किलो के हिसाब से अनाज खरीदना पड़ता है डेढ़ रुपए और सवा रुपये किलो के हिसाब से अनाज दिया जावे । यह उन की माग है और इस पर सरकार को विचार करना चाहिए ।

मेरे जिले बालाघाट मे पहले 70-80 प्राइवेट प्रोपराइटर्स थे लेकिन अब घटते घटते मेंगनीज के काम करने वाले सिर्फ दो तीन ही प्राइवेट प्रोप्राईटर्स रह गये हैं और वह भी पूरा काम नही करते है । मैं मिनिस्टर साहब के सामने एक सुझाव रखता हू कि हमारे यहा जो बहुत से बेरोजगार इजीनियर्स और जियोलाजिस्टस पडे हैं जो कि डिग्री हासिल कर के बेकार बैठे हुए है और उन को नौकरी कही नही मिलती है उन को अगर मेंगनीज माइनिंग का काम दिया जाए तो अच्छा होगा । मेंगनीज के एरियाज की कोई कमी नही है । गर्वनमेंट ने पब्लिक सेक्टर के काम करने के लिए बहुत से एरियाज रिजर्व किये हुए है पर उन एरियाज मे पब्लिक सेक्टर मे काम करने की हिम्मत नही है और वे रिजर्वड एरियाज बेकार पडे हुए हैं । इसलिए बेहतर यह होगा कि जो जियोलाजिस्टस डिग्री प्राप्त किए हुए हैं और जिनको रोजगार नही मिलता है और जो इस काम को करना चाहते हैं उन को मिनिस्टर साहब ये एरियाज काम करने के लिए दे । यही हालत इजीनियर्स की भी है और उन को ये एरियाज काम करने के लिए दिये जाए ।

दूसरी बात यह है कि मलांज खण्ड में एक बहुत भारी तांबे का डिपोजिट मिला है । आगे के अदाजे के मुताबिक वह करीब 50 मिलियन टन है परन्तु जो हमें बताया गया है वह कम यानी 60 मिलियन टन है । मलाजखण्ड के भारी डिपाजिट को निकालने के लिए तत्परता और जल्दी से काम किया जाएगा तो इस से हमारे मुल्क को बहुत भारी फ़ायदा होने वाला है । आप की एक बड़ी भारी योजना खेतड़ी की चल रही है । खेतड़ी का काम 1957 मे प्रारम्भ हुआ था और अब तक उस पर 99 करोड़ रुपया खर्च हो चुका है पर इतना रुपया खर्च होने के बाद भी अभी वहा उत्पादन चालू नही हुआ । हमे यह बताया गया है कि खेतड़ी मे अन्डरग्राउण्ड वर्क हो रहा है और उस में बहुत डीप जाना पडता है । मलांज खण्ड मे डिपोजिट निकालने का काम बहुत सस्ता पड़ेगा और वहा डिपोजिट भी बहुत अच्छा है और वह 1 35 से 1.50 तक है । डिपोजिट भी वहा पर काफ़ी है । अभी जो डिपोजिट मिला है उस के करीब 10 मील के अन्दर एक दूसरा डिपोजिट है । अगर वहा पर जल्दी से काम चालू किया जाएगा जोरो से काम चालू किया जाएगा तो मैं यह समझता हू कि तीन साल के अन्दर वहा पर न केवल मुल्क को ताबा उपलब्ध होगा बल्कि वह इतनी मात्रा मे मिलेगा कि हमारे मुल्क की जो जरूरत है, वह मलाज खण्ड से ही पूरी हो जाएगी । इसलिए मेरा निवेदन है कि वहा पर आप को जल्दी से काम चालू कर देना चाहिए ।

मुझे मालूम है कि हिन्दुस्तान कापर लिमिटेड और सोवियत एजेंसी के बीच वहा पर काम करने का एक करार हुआ है, एक एग्रीमेंट हुआ है और अब वहा पर वे सोवियटस आ गये हैं जिन्होने कि भिलाई मे बहुत अच्छा काम किया था । वहाँ पर अभी भी काम बढ़िया हो रहा है । वे लोग इस मलाज खण्ड मे हिन्दुस्तान कापर लिमिटेड के साथ काम करेंगे । अगर वहा पर काम जोरो से चालू किया गया और उत्पादन चालू हो जाता है, तो मैं उम्मीद करता हूं कि मलांज खण्ड से देश को काफ़ी फायदा होगा ।

मलाज खण्ड का एक बड़ा भारी फायदा यह है, जैसा कि मैंने पहले भी अर्ज किया है, कि वहां पर [illegible] को निकालने में खर्च कम होगा क्योंकि वहां पर ओपन कास्ट काम होगा। वहां पर [illegible] भी बहुत अच्छा है। तो मेरा कहना यह है कि भारत सरकार जो इस मुल्क में 7, 8 बड़ी परियोजनाओं को चलाने की सोच रही है, उन सब को एकदम हाथ में न लेते हुए अगर इन दो तीन योजनाओं को ही हाथ में ले, तो अच्छा होगा। खेतरी की योजना तो आप को पूरी करनी ही पड़ेगी क्योंकि वहां पर आप 98 करोड़ रुपया खर्च कर चुके हैं परन्तु मलाज खण्ड की ओर अगर आप ज्यादा ध्यान देंगे, तो बहुत उपयुक्त होगा और इस पर हमारे मंत्री महोदय अगर ध्यान देंगे, तो बड़ी कृपा होगी। यह योजना बहुत अच्छी है और अगर आप सब की सब योजनाएं हाथ में लेते हैं, तो उस के लिए आप के पास एक्सपर्टस भी कम हैं और उतना पैसा भी नहीं। अगर आप सभी योजनाओं में काम चालू करना चाहते हैं, तो उस के लिए आप के सामने पैसे की कमी आएगी। इसलिए खास तौर से मलाज खण्ड की ओर ही ज्यादा ध्यान दिया जाए, तो अच्छा होगा। खेतरी योजना तो आप की चल रही ही है और उस को आप को पूरा करना ही है।

एक बात यह है कि आज कल स्थिति बहुत खराब हो रही है। मैं जानता हूं कि आप बहुत सी योजनाओं को पूरा कर रहे हैं लेकिन उन में प्रगति रुक रही है और उसमें रुकावट आ रही है। रेलवेज द्वारा माल ले जाने में बाधा पड़ती है। कोयला, गैस और बिजली काफी मात्रा में न मिलने से भी प्रगति में रुकावट पड़ रही है। रेलवेज में मजदूर लोग हड़ताल कर देते हैं और अब तो कुछ मजदूर और कर्मचारी यह भजन गाते हैं, "रघुपति राघव राजा राम, थोड़ा काम और ज्यादा दाम"। थोड़ा काम करने की अगर योजना रही और बहुत दाम मांगते रहे, तो इस से पूरा नहीं पड़ने वाला है। होना यह चाहिए कि बहुत काम और बहुत दाम। यह भी मजदूरों की समस्या है, इसके लिए यूनियनों के नेतागण भी कुछ हद तक जिम्मेदार हैं, मुझे माफ करेंगे यूनियन के लीडर्स। मैं भी उन के साथ हूं परन्तु इस का दुरुपयोग होता है और हजारों लाखों रुपये का नुकसान होता है। उदाहरण के लिए रेलवे की जो हड़ताल होती है, उसमें प्रति दिन एक करोड़ रुपये का नुकसान होता है। कितना बड़ा भारी यह नुकसान है। ऐसा जो नुकसान होता है, उस को रोकना है, अपनी राष्ट्रीय सम्पत्ति को बचा कर रखना है, उस की उन्नति और प्रगति करनी है और उस का अच्छी तरह से उपयोग करना है।

SARDAR SWARAN SINGH SOKHI (Jamshedpur): Mr. Chairman, I rise to support the Demands for grants and while so doing I shall make some suggestions for the active consideration of the Steel and Minies Minister Shri K. D. Malavia.

While appreciating the restructuring of Hindustan Steel Limited so as to make each of its four units an autonomous company which is being contemplated and which appears to be under the active consideration of the Ministry of Steel and Mines, I have serious objection that it should not be under the control of one person, the Secretary of the Ministry of Steel and Mines, who is also the Chairman of the Steel Authority of India Limited. There should be two separate heads of these departments, otherwise it would defeat the very purpose of SAIL. It means the Secretary who has come and joined the Steel Ministry from a private sector company wants to retain all the powers in his hands due to certain vested interests. Many M.Ps. in this august House have also criticised him. I am mentioning this due to certain obvious reasons.

[Sardar Swaran Singh Sokhi]

It would be a misinterpretation and misrepresentation of facts that our esteemed colleague the late Shri Mohan Kumaramangalam never meant that what is being misconstrued now. No doubt, he was entirely in favour of rescuing the management of the public sector steel plants from the routine bureaucratic petty-fogging, but he never said nor meant that by appointing a person like the present Secretary of Steel and Mines Ministry, from the private sector as the Chairman of SAIL his decisions and actions could not be vetoed or challenged by the Ministry.

I have personal knowledge of this and I am saying so because the late Shri Mohan Kumaramangalam had discussed this issue several times with me before he died while I was the convener of the Standing Committee on Steel and Mines.

SHRI S. M. BANERJEE (Kanpur): I rise on a point of order. He is quoting, Mr. Mohan Kumaramangalam after his death Nobody knows what he talked. He might have had this?—talk personally, but it is unfair to condemn this Ministry in the name of Mr. Mohan Kumaramangalam, who is dead and who is no more to confirm what he said. It is also in bad taste. This hon. Member started criticising him when he was alive. Even after death he is being criticised.

SARDAR SWARAN SINGH SOKHI: I am not criticising him.

सभापति महोदय · अगर श्री मोहन कुमारमगलम या किसी भी साहब के बारे में राइटिंग में कोई चीज हो, या प्रेस स्टेटमेंट हो, उस को आप रेफ़र करें तो कोई हर्ज नही है ।

SARDAR SWARAN SINGH SOKHI: Regarding SAIL's subsidiories such as Bharat Coking Coal Ltd., I do not think that only reorganising and regrouping as contemplated into separate companies on the principle of homogenity would in any way help. This would rather create more problems and I warn the Ministry in advance. The Chairman of the BCCL is reported to have said that the daily output of coal is 58,000 tonnes, but the Railways are able to move only 30,000 tonnes per day. Most of the wagons supplied at the different collieries are returned empty according to the press report from Dhanbad. Sir, the details have been given date-wise. I can place this on the Table of the House, if desired.

The hon. Minister of Steel and Mines should earnestly apply his mind before completely surrendering to his bureaucratic officers of his Ministry. The Government is blamed for the heavy losses and public, in general, suffer. but not these bureaucrats. What about the continued losses of all the Hindustan Steel units How long are they going to continue like this? Will the Minister throw some light on this? Here, I suggest that there should be only one labour union, elected through ballot, in every public sector steel plant and elections, if necessary, could be held every year. The Steel and Mines Minister should also be careful, in future, in appointing trade union leaders as head of public sector steel plants, learning the lesson from the previous experience at Durgapur.

Now, Sir, I come to Bhilai and Bokaro Steel Plants and would suggest that expansion of these plants should not be delayed at any cost because the performance of Bhilai Steel plant and its production is quite satisfactory and the same expectation we have in regard to Bokaro Steel Limited. But, I am against the expansion of Rourkela and Durgapur Steel Plant at this stage for the following reasons.

I will first take Rourkela Steel plant. The plant was designed and supplied by the West German firm during 1954 or so and that plant never worked to its full capacity and I may

say that the West German firm cheated us. Every now and then, something always happens there, as it would appear from its previous performance and repeated breakdown thus hampering production of steel. There had always been defects in the plant, such as in coke ovens, gas producers, steel melting shop, gas bleeders etc. killing several labourers at the site in the past.

In regard to Durgapur steel plant, this plant was designed and executed by a consortium of 13 English companies, from UK. The design of the plant was quite old when it was installed in the year 1958-60 and the machinery supplied were quite old. Most probably, they were renovated machines. I saw this myself at the time of construction of coke over battery No. 1 in the year 1958. It never worked satisfactorily, and the repaired work started from the very inception of the plant. Further, Sir, I have a doubt in my mind as to whether the blast furnaces and coke oven batteries, rolling mills etc. supplied by the British consortium companies, were of less-producing capacities than mentioned in the Original Project Report. We have been cheated by these British and West German companies, because these two steel plants, Durgapur and Rourkela, never produced to their estimated and full capacity. These were the first two steel plants erected in public sector in the country and our Government relied too much on the foreign companies, perhaps more than they deserved. So, until and unless these plants produce to their full capacity, no expansion should be done and no more money should be wasted on them.

Import of one million tonne of steel at a cost of Rs. 200 crores during 1974-75 by Hindustan Steel is rather on the high side, so far as the price per tonne is concerned and would have an adverse effect on the Indian economy and the private indigenous manufacturers will also claim such exhorbitant prices, just as it happened in the case of wheat, where the price had to be raised ultimately.

Since the Government have taken over the Indian Iron and Steel and Company Limited, Burnpur, they should also take over the Tata Iron and Steel Company Limited, Jamshedpur, which is the only steel plant left in the private sector. People criticise the Government unnecessarily blaming the Congress Government, for not taking over. The Government have already taken over the TISCO Zamidari and township. What is the hitch in taking over the TISCO Plant when majority of the shares of TISCO Ltd., Jamshedpur, belong to Government and general public and when for expansion, Government is giving them loan. Here I may mention that, Tatas mortgaged the entire plant to the USA, during the last expansion in 1956. I do not know what is the present position today, whether the steel plant and township are free from all encumbrances or not. Here, I would also like to mention that the machinery imported for TELCO, Jamshedpur, which is a sister concern of Tatas, have been transferred to their Poona factory. I do not know whether they took the necessary permission from the Government of India to shift the machinery there. That should be enquired into.

About Ghatsila, Hindustan Copper Ltd, which falls under my constituency, I have pucca information that their sulphuric acid plant designed and supplied by an English firm, M/s. Simon Carves Ltd. is not working satisfactorily and is not giving full production. So, the Hindustan Copper Ltd., is put to a heavy loss. This should be looked into.

The Steel Minister deserves congratulations on the really commendable step that Government has taken to develop and exploit the lead, zinc and copper ore deposite in Sikkim as a joint venture of the Government of India and Sikkim.

[Sardar Swaran Singh Sokhi]

Concluding, I must say that late Shri Mohan Kumaramangalam was a very far-sighed person and if our present Steel and Mines Minister, Shri Keshav Dev Malaviya would follow in his foot-steps and implement his plans successfully, he would be doing a great service to the nation.

With these words, I whole-heartedly support the Demands of the Steel and Mines Ministry.

SHRIMATI PARVATHI KRISHNAN (Coimbatore): Sir, I am grateful to you for giving me this opportunity to say a few words on this important and strategic ministry of our Government. Shri E. R. Krishnan, who spoke before me, has talked about the Salem steel plant and pointed out how necessary it is that the allocation to that plant for this year should be increased from Rs. 3 crores to Rs. 15 crores. It is amazing that in 1973-74, Rs. 4 crores had been spent only for doing the ground-levelling work and still the ministry has come to the conclusion that Rs. 3 crores are enough to be put into an important plant like this, which is being looked at as important and will change the face of Tamilnadu. I do not want to speak only from the point of view of that State. This plant is extremely important nationally because it is a special type of steel that is to be produced there, which is going to decrease the drain on our foreign exchange.

Apart from wanting to know whether the minister is going to increase the allocation or not, I would like to point out that earlier we had a short notice question and enquired whether Government has gone into the fact that if there is going to be a delay in the commissioning of the plant, a penalty is going to be imposed and paid to Dastur & Co. The Minister asked for time to answer the question. I ask this because there is the following warning in the report of the Public Undertakings Committee of Lok Sabha in connection with the Durgapur Alloy Steel Plant. I quote: "Dastur & Co., were appointed as technical consultants for the Alloy Steel Plant, Durgapur, from the very beginning with full responsibility including submission of project report, preparation of working drawing, preparation of tender document etc. The consultants were appointed for this job for a total fee of Rs. 88 lakhs. The work was to be completed in 5 years. But during this period, only 25 to 30 per cent of the work was done and the balance was done in the next 4 to 5 years. For this delay, Dastur & Co., were not penalised. Instead, they were paid an additional amount of Rs. 60 lakhs."

The committee, therefore, passed a stricture and said,

> "In view of this, Government should be cautious in dealing with this firm. The committee recommend that Government should ensure that they do not in future enter into consultancy agreements on these terms."

I do not know whether he has had enough time to tell us today whether there is a penalty clause and we are not going to be asked at a later stage to sanction another amount of penalty because of the cavalier fashion in which they are dealing with the Salem steel plant.

For a plant that costs Rs. 120 crores, if you give only Rs. 3 crores, when Rs. 4 crores have been spent on ground levelling alone, I do not know what is going to be done with these Rs. 3 crores. I do not think it will cover even the travelling allowance of the Chairman of SAIL, if he chooses to visit Salem. Of course, he has not visited Salem; he is going only to Bombay probably to purchase cosmetics and soaps I would like to know whether the Government is going to give this extra allecation or not. It is extremely important not only for

the people of Salem, or the people of Tamil Nadu or the DMK but it is important for the national economy as a whole. It is no good our Government talking about self-reliance or building a national economy unless they are serious about every project that is there, unless they have a cohesive plan to develop those projects that are important for our industrial development as a whole.

Secondly, I have given a cut motion on the functioning of SAIL, the need to change its headquarters and to make it a viable organisation. I may also be given the liberty of quoting the late Shri Kumaramangalam. When he addressed a meeting in Madras he said:

> "At present, unfortunately, there is a tendency both in Parliament and in the Government to get involved in checking minor operational decisions that have been made, forgetting the real need for supervision of policies and results. This policy must change. The concentration both in Government and in Parliament must be on the broad working of the Company (that is, SAIL) and its performance in relation to the targets set by Government. The Government should not involve itself in petty minor matters like the promotion of this or that man, or the appointment or dismissal of this or that man, or the signing of this or that contract. This is not the proper way to judge the working of this undertaking. We should see their performance in relation to their targets. The holding company will report to the Government every six months and that will provide the proper basis for enforcing better supervision and ensuring proper accountability."

According to the annual report of the Department of Steel, placed on the Table of the House, SAIL was incorporated on the 24th January 1973. Parliament has not had the benefit of a six-monthly report from an important organisation like this. We would like to know what is their report on the working of this organisation, whether the holding company scheme is a success or not, what the Chairman of the holding company is doing, how many times he visited the various steel plants, what is the work that he did when he visited them. We know that he has not visited Salem. When we have set up a holding company, we would like to know whether it is paying dividend or not.

For instance, SAIL has taken the stand that in spite of the difficulties it was able to achieve 80 per cent of the target this year. Well, statistics can be revealing or they may cover everything. I do not want to go deeper into that. We would like to know how much of the installed capacity has been utilized and, if this is 80 per cent of the target, whether we cannot do better. Unless we have a regular report, how are we to know whether it is possible? Is Parliament not to be taken into confidence? Or, are we to take note of only private conversations while discussing here on the floor of the House? I am not interested in private conversations; I am interested in methodical reports being given to Parliament, so that Parliament will be made wiser as to how this company is working, so that Parliament will be in a position to lend its mind to that and give suggestions as to how it can be improved.

Then there is another point. Our Minister, Shri K. D. Malaviya, almost fainted when he heard that the Coal Mines Authority had its office in a five-star hotel in Lucknow. I do not know whether he is aware that SAIL has taken two floors in Delhi in a building owned by the Hindustan Times which is, mind you, a private sector building, at a monthly rent of Rs. 1 lakh. Simple mathematics shows that it comes to Rs. 12 lakhs for the whole year. In the same building, there are a lot of other public sector

[Smt. Parvati Krishnan]

concerns. Can they not all pool their resources and have a building of their own instead of pouring money into the private sector? I wish the Minister stopped swooning about these things. He should investigate this matter more realistically and, as a senior Cabinet Minister with vast experience, put practical proposals so that they try to save as much money as possible and see that the money that is spent in public undertakings is spent in a sensible manner, goes back to them, instead of going into the private sector and the monopoly sector. I was pleased that he was bothered about the rent. I do not see any reason why he should be bothered about one building. Let him take the House into confidence as to what he is doing about all the buildings that are being taken by various public sector concerns that are under him.

Lastly, I would like to quote from the *Economic Times* of the 4th April, 1974, an article in regard to the stagnation in steel production. It says:

> "The Steel Authority of India is reported to have sought shelter for a shortfall in production under power shortage and railway bottlenecks."

Now, we from the All India Trade Union Congress have on more than one occasion demanded that the Coal Authority, the Steel Authority, the railway ministry along with the representatives of the trade unions in mines and railways should go into the so-called bottlenecks. We form the trade unions charge the Railways and the Steel and Mines *Ministry* that *if* there is any bottleneck, it is the doing of the Railway Board, the Railway Ministry, and the bureaucrats in all the Ministries. The workers have done their best. They are prepared to show it and we are prepared to show as to what is happening to wagons. I am not going into all that here. This is neither the time nor the place to do so. One Minister after another, one officer after another, says, it is a very good idea and then forgets about it. They are so busy implementing their bad ideas, they do not want to implement good ideas that come from the trade unions. The workers, who with their sweat and labour are producing the coal, who have increased the production of coal and who are trying to fulfil the targets of steel, are the victims of complete chaos in inter-Ministerial relationships for settling the problems that are there between various Ministries.

Here is the Minister sitting here today; he represents the Government. Yesterday, the Railway workers met the Member of the Railway Board (Staff) on their demands. What happened? We were told that all demands are not negotiable as far as the Railway Board is concerned. Then, the only alternative for the workers to resort to, the only weapon that they have in order to see that justice is done to them, is to go on strike. We do not want a strike. We have said that we want a negotiated settlement. The Government's policy decision is necessary in order to settle the demands of the Railway workers.

We are told that the Political Affairs Committee has met. Has a policy decision been taken? Unfortunately, the bureaucrats who sit in the Railway Board today continue to have old British feudal attitude to have old labour. So many things have been nationalised in this country. Let the Government nationalise labour policy on the Railways. You will then see a totally different turn. You will see that coal will be moved, that steel will be moved, that foodgrains will be moved and that there will be a real stable economy in this country. That is what I would like to challenge the Government and the Minister about. I hope, the Minister will be serious enough to understand that when we say we want discussion between the

Steel and Mines Ministry and the Railways and the workers, we are serious about it. That is the only way these bottlenecks can be dealt with and solved.

इस्पात और खान मंत्रालय में उपमंत्री (श्री सुखदेव प्रसाद) : सभापति महोदय, जहां तक स्टील्ज और माइन्ज मिनिस्ट्री का प्रश्न है मैंने माननीय सदस्यों को बड़े ध्यान से सुना, उन के बहुत सारे सुझाव रहे, बहुत सारी शिकायतें रहीं । बहुत सारी बातें ऐसी थी जो दरअसल सही थी । कुछ बातें ऐसी भी थी जिन में हमारा और उन का मतभेद रहा, इस वजह से इस तरह की बातें आईं। और बातों का तो हमारे मंत्री महोदय जवाब देंगे जहां तक कि स्टील पालिसी या दूसरी बातों का सम्बन्ध है, लेकिन नान-फेरस मैटल के बारे में कुछ क्लेरिफिकेशन मै देना चाहता हू ।

जहा तक प्राइस-हाइक का सवाल है, देश के अन्दर कोई भी ऐसी चीज नहीं बची है जिस का दाम न बढ़ा हो । नान-फैरस मैटल का दाम भी बहुत ज्यादा बढ़ा है और न केवल भारत में बल्कि सारे विश्व में इस का दाम बढ़ा है । लोगों के यूटिलाइजेशन की कपैसिटी भी बढ़ी है । ऐसा नही है कि कैपेसिटी न बढ़ी हों, केवल दाम बढ़े हो । जब उस की डिमाण्ड ज्यादा हुई तो आटोमेटिकली उसके दाम के बढ़ने का सवाल खड़ा हो जाता है, ऐसी सूरत में नान-फैरस मैटल की जो मेन चीजे है उन को मैं लेता हू और उन के बारे मे थोडा सा एक्सप्लेनेशन मै दूगा ।

जहां तक कि एलूमिनम का सवाल है, वह खास तौर से स्टील के बाद आता है.....

एक माननीय सदस्य : हिण्डालको बन्द हो गया ।

श्री सुखदेव प्रसाद : मैं सब बतलाना , थोड़ा सब्र करें । जहा तक एलूमिनम का सवाल है, हमारे देश के अन्दर उस का जो उत्पादन हो रहा है, वह हमारे देश के लिए काफ़ी नहीं है, और इस बात को देखते हुए गवर्नमेंट ने सोचा कि कुछ हम पब्लिक सैक्टर में एलूमिनम प्लाट की स्थापना करें क्योंकि अब तक जो एलूमिनम प्लांट हमारे लगे, वे सब प्राइवेट सैक्टर में रहें । प्राइवेट सैक्टर मे कुछ प्लांटस ऐसे हैं जिन के कि बिजली के रेट्स बहुत ज्यादा है या जिनकी कुछ और बातें आती है जैसे बिरजा वगैरह के बारे मे आई । थोड़ी बहुत बातो को ले कर के लोगो ने तालाबन्दी शुरू कर दी जिस मे मजदूर भी बेकार रहे और दूसरी बाते भी हुई । लेकिन हम ने जो हिण्डालको का काम करने की कोशिश की तो उस के बारे में मैं आप को बताना चाहता हूं कि अब तक हमारे प्राइवेट सैक्टर में 175,000 टन एल्युमिनियम की पैदावार होती रही है, लेकिन अब जो बालको का काम हम कर रहे है उस से प्रति वर्ष 1978-79 से 150,00 टन पैदावार होने लग जायगी । हमारी जो डोमेस्टिक डिमांड है उस की कम्पेरेटिव फिगर मैं देता हूं —एल्युमिनियम की डोमेस्टिक डिमांड 1973-74 की 2 लाख 30 हजार टन है और हमारी पैदावार अब तक ऐंटिसिपेटेड प्रोडक्शन जो है वह 1 लाख 50 हजार टन है । इस तरह से आप यह देखेंगे कि करीब 70-80 हजार टन की कमी पड़ रही है । इसी तरह से हमने 1978-79 का अनुमान लगाया है कि उस समय हमारी डिमाड 3 लाख 90 हजार टन की होगी और 3 लाख 70 हजार टन हमारी प्रोडक्शन हो जायगा ।

ऐसे ही कुछ और चीजें है जिन के बारे में मैं आप को बताना चाहता हूं । मैं अब कापर को लेता हूं । कापर की हमारी कुल डोमेस्टिक डिमांड है 83 हजार टन और पैदावार है 18 हजार टन । 1978-

[श्री सुखदेव प्रसाद]

79 में डिमांड होगी 1 लाख 4 हजार टन और ऐंटिसिपेटेड प्रोडक्शन कैपेसिटी 57,659 टन होगी ।

इसी तरह से जिंक के बारे में मैं आप को बताता हूं । 1 लाख 31 हजार टन हमारी इस समय 1973–74 की डिमांड है और प्रोडक्शन 28 हजार टन है । 1978–79 में एस्टीमेटेड डिमांड 2 लाख टन की है और ऐंटीसिपेटेड प्रोडक्शन कैपेसिटी 1 लाख 65 हजार टन है । . . .

श्री एस० एम० बनर्जी : 74 के बाद बिल्कुल 79 में चले जा रहे हैं, बीच में क्या होगा ? 75–76 मे कुछ होगा या नही ?

श्री सुखदेव प्रसाद : पहले हमारे टार्गेटस को तो सुन लीजिये, फिर हम और बाते बतलायेंगे ।

लेड का जहां तक सवाल है, हमारी ऐंटिसिपेटेड डिमाण्ड है 80 हजार टन और हमारी प्रोडक्शन है 3 हजार टन । उसी तरीके से 1978–79 में हमारी ऐंटिसिपेटेड डिमाण्ड होगी 1,18,000 टन और 41,000 टन हमारी पैदावार होगी । इसी प्रकार से निकिल में हम ने 4 हजार टन ऐंटिसिपेटेड डिमांड रखी है और पैदावार जो होगी वह बाद को होगी क्योंकि हमारी प्रोडक्शन में अभी वह नही आया हुआ है । तो इन चीजों को जब हम देखते हैं तो हमको ऐसा प्रतीत होता है कि हमारी जो डोमेस्टिक डिमाण्ड है वह डे बाई डे इंक्रीज होती जा रही है और उसका मीट करने के लिए हमको ज्यादा एफर्ट करने की जरूरत पड़ेगी । इस एफर्ट में हम कुछ नये प्लान्टस कायम कर रहे हैं, कुछ नयी चीजों को ईजाद कर रहे हैं जिससे हम ज्यादा पैदावार ले सकें, ज्यादा उत्पादन कर सकें और देश की डिमाण्ड को हम पूरा कर सकें ।

अभी हमारे सौलंकी जी ने कापर के बारे में कहा, मैं उनको बतलाऊंगा जैसा मैं ने कहा कि 1978–79 में 57,650 टन का हमारा प्रोडक्शन होगा । उन्होंने मलादखण्ड का भी उल्लेख किया तो मलादखण्ड एरिया को हम भूले नही हैं बल्कि उस पर हमारी निगाह है । उसकी सारी फीजिबिलिटी रिपोर्ट तैयार हो रही है मिनरल एक्सप्लोरेशन कारपोरेशन ने उसका एक्सप्लोरेशन कर डाला है कि क्या हमारी कैपेसिटी होगी और उस दिशा में हम आगे बढ़ रहे हैं तथा हमारी उम्मीद है कि हम छठी पंचवर्षीय योजना में मलादखण्ड एरिया को भी कवर करके वहां से प्रोडक्शन लेना शुरू कर देंगे ।

जहां तक जिंक का सवाल है, हमारी एग्जिस्टिंग कैपेसिटी जो है वह 18,000 टन की है जोकि उदयपुर में चल रही है लेकिन अगर हम डेबारी स्मेल्टर को भी देखें तो हम आगे चल करके 45,000 टन जिंक पैदा करना शुरू कर देंगे ।

श्री नवल किशोर शर्मा : 45 हजार टन का लक्ष्य आप कब तक पूरा कर लेंगे ?

श्री सुखदेव प्रसाद : यह हमारी पांचवीं योजना के अन्त तक या छठी योजना के प्रारम्भ में होगा ।

इस तरह से जहां तक अलवाई का सवाल है वहां पर 20 हजार टन की हमारी कैपेसिटी है जिसको बढ़ाकर 40 हजार टन करने जा रहे हैं । इसी तरह से सर्गपल्ली का जो सवाल है उसको भी हम आगे बढ़ाने की कोशिश कर रहे हैं ताकि हमारी जिंक की डिमाण्ड को पूरा करने में जो ज्यादा कमी पड़ रही है वह पूरी हो सके ।

लेड की जहां तक बात है, जो 6 हजार टन का प्रोडक्शन है उसकी कैपेसिटी को हम और अधिक बढ़ायेंगे ताकि देश की जो

डिमाण्ड है उसमें हम ज्यादा से ज्यादा सहयोग दे सकें। इसी प्रकार से निकिल की पैदावार को भी आगे बढ़ाने की हम कोशिश में हैं।

उपाध्यक्ष महोदय, मैं ने बहुत थोड़ा समय लेने की कोशिश की है, अब एकआध बातें और रह गई हैं जिनको भी मैं बताना चाहता हूं। मैंगनीज ओर के बारे में चर्चा चली थी कि हमारे पास उसका काफी एक्युमुलेशन हो गया है, मैंगनीज और इतना ज्यादा हो गया है कि हमारे मजदूर ही बेकार हो रहे है। हमारा कैपिटल फंसा हुआ है और सारी चीजें उसमें इन्वाल्व्ड हैं तो ऐसी सूरत में हम क्या करें। इसके बारे में एक चीज मैं बतलाना चाहता हूं इस माननीय सदन को अवगत करा देना चाहता हूं कि अभी तक जहां तक मैंगनीज ओर का सवाल था, उसका एक्सपोर्ट हमने 1973-74 से कम कर दिया है। लेकिन अब एक्यूमलेशन को देखते हुए और दूसरे हमारा स्टील प्रोडक्शन कम हुआ तो मैंगनीज ओर की खपत भी कम हुई इसलिए हम चाहते हैं किसको एक्सपोर्ट करें। इसके लिए हमने 90 हजार टन हाई ग्रेड मैंगनीज ओर और 90 हजार टन मीडियम ग्रेड मैंगनीज ओर को एक्सपोर्ट करने की ओर इजाजत दे दी है बहुत जल्दी एक्सपोर्ट होगा।

इसी प्रकार से देश में जहां जहां पर हमारे जितने मिनरल रिसोर्सेज है उनको ढूंढने के लिए हमारा जी०एस०आइ काफी आगे बढ़कर काम कर रहा है और उसने देश के कोने कोने मे जा करके देखा है कि हमारी क्या डिपाजिट्स है, उनका एक्सप्लोर करके मिनरल एक्सप्लोरेशन कार्पोरेशन को हैंड ओवर किया है और मिनरल एक्सप्लोरेशन कार्पोरेशन ने उसको देख करके, एक्सप्लोर करके कि उसमे क्या डिपाजिट है यह बतलाया है कि इस प्रकार हम अपने देश की इस वेल्थ को अच्छी तरह से समझ पाये है।

श्रीमती पार्वती कृष्णन् ने यहा पर एक सवाल उठाया था सेलम के बारे में, मैं उनको बहुत साफ तरीके से बताना चाहता हूं कि सेलम में हमारा एलाय स्टील प्लान्ट है, इसमें कोई दो राये नहीं हैं। उसमे हम जल्द से जल्द, पांचवी पंचवर्षीय योजना के अन्त तक पैदावार चाहते है लेकिन यह आप जान लें कि हम ने 4 करोड़ को घटाकर 3 करोड़ के पक्ष में हैं, न 15 करोड़ को घटाकर 3 करोड़ के पक्ष में हैं बल्कि हम तो इस पक्ष मे है कि उस प्लान्ट के लिए कब कैसी क्या जरूरत होगी उसी तरह की हम सैंक्शन देते जायेंगे। जहां तक यह सवाल है कि लैंड लेवेलिंग का क्या टार्गेट है, मैं यह नही कह सकता लेकिन लैंड लेवेलिंग वाटर सप्लाई, रोड्स—इन सब कामों के लिए अब तक हमने 3 करोड़ रुपये सेलम को दिया है और आगे भी जैसी जरूरत पड़ेगी उसको हम देंगे। आप यह जान लें कि इसके साथ हमने 3 प्लान्ट्स को लिया है—विजयवाड़ा, विशाखापत्तनम और तीसरा सेलम है। (व्यवधान) यह तीन प्लान्ट्स जो हमने लिए है इनमें दो यानी विशाखापत्तनम और विजयवाडा को 6ठी पंचवर्षीय योजना मे रखा है लेकिन सेलम के लिए हमने कोशिश की है कि पांचवी पंचवर्षीय योजना के अन्त तक उसमे हम पैदावार शुरू कर सकें। ऐसी स्थिति में श्रीमती पार्वती कृष्णन् एप्रीशिएट करेंगी कि उनके प्लान्ट को हमने प्रायर्टी दी है।

यहा पर टाटा के एक्सपैंशन का सवाल उठाया गया है। इस सम्बन्ध मे यहा पर हाउस मे सवाल उठा था और उसके उत्तर मे बताया गया था कि एक स्टियरिंग कमेटी सेट-अप हुई है जिसने अपनी रिपोर्ट दी है, उसको हम देखेंगे और एग्जामिन करेंगे और फिर जैसी उसके लिए आवश्यकता होगी वैसा करेंगे।

इन शब्दों के साथ मै उन तमाम माननीय सदस्यों का जिन्होने अपने सुझाव यहा पर दिये है, आभार प्रकट करता हू।

श्री श्रीकिशन मोदी (सीकर) : सभापति जी, राष्ट्र की प्रगति खनिज की प्रगति पर निर्भर करती है । चाहे खेती हो चाहे कोई कारखाना हो उन सभी की प्रगति खनिज के ऊपर ही निर्भर करती है । ऐसा कोई कारखाना नही है जो किसी खनिज पर निर्भर न रहता हो । इसलिए खनिज की प्रगति होना बहुत आवश्यक है । इस सम्बन्ध मे एशिया में जो एक सेमिनार हुआ था उस मे मै ने सभी प्रगतिशील देशो के बारे से स्टडी की और पढ़ा कि वे छोटे-छोटे मिनरल्स के उत्पादन के लिए क्या-क्या सुविधाये देते हैं और क्या-क्या काम करते है । इस को देखना जरूरी होगा । उसके मुकाबले में हमारे यहां क्या स्थिति है वह मैं आप से निवेदन करना चाहता हू । यह सौभाग्य की बात है कि यह डिपार्टमेंट एक ऐसी अनुभवी मंत्री के साथ में है जिन मे अनुभव के साथ साथ लगन भी है और जो इमानदार भी है । साथ-साथ इन के जो कर्मचारी हैं, जहां तक मेरा व्यक्तिगत अनुभव है वे वेल-क्वालिफाइड है और एशिया में उनका टाप नम्बर है । इतने अच्छे और अनुभवी लोग इस डिपार्टमेंट में काम कर रहे है जिनकी इमानदारी में शक नही है, वे बहुत अच्छे वर्कर है लेकिन उसके बावजूद खनिज उत्पादन क्यों नही बढ़ रहा है यह आश्चर्य की बात है और इसको देखने की जरूरत है ।

इसके पहले कि मैं खानों की दुर्दशा का वर्णन करूं, मैं अपने राजस्थान के बारे मे एक दो बाते कहना चाहता हूं ।

राजस्थान खनिज विभाग मे बहुत आगे है और उसका सारा भविष्य खनिज पर है । वहां पर बहुत ज्यादा मदद की जरूरत है । छोटी-छोटी माइन्स की बढ़ोतरी के लिये राजस्थान सरकार पर ही निर्भर नहीं किया जा सकता, बल्कि केन्द्रीय सरकार को एक ऐसा सैल राजस्थान में कायम करना चाहिये जो माइनर मिनरल्स को बढ़ावा दें जिस से उन की प्रगति हो सके ।

दूसरी बात यह है कि आज देश में रिफ्रैक्टरीज की इतनी कमी है कि उस की वजह से लोहे के कारखानों को हमेशा दिक्कत आती है । एक बड़ी छोटी सी बात है कि हमारे पास चाइना क्ले हैं, फ़ायर क्ले है, सिलेमेनाइट है और केनाइट हमारे पास है फिर क्या कारण है कि यह दिक्कत हम को उठानी पड़ रही है ? दिल्ली के पास मे अलवर मे आप एक एरिया काटिये जहां 200 फ़ैक्ट्रीज स्माल स्केल इडस्ट्रीज के अन्दर बनाइये । कितनी आप को रिफेक्टरीज चाहिये , कितनी ईंटे किस क्वालटी की चाहिये, इसका स्टेटमेट बनाइये और उन्ही के कारखानो को आप स्थापित कीजिये और जिस क्वालिटी का माल चाहिये वहां से लीजिये और इस समस्या को हल कीजिये । इस से हमारा बैकवर्ड एरिया प्रगति करेगा और साथ ही समस्या भी हल होगी ।

स्टील प्लान्टस के लिये एक समस्या आने वाली है जब कि लाइम स्टोन की डोलोमाइट की कमी पड़ेगी । क्यो नही 5 परसेंट, 10 परसेट दूसरी जगह से लेते हैं । लकिन उस के चलते हुए आप थोड़े बहुत मिनरल 5, 7, 10 परसेन्ट अभी से परचेज कीजिये ताकि एक दम आप को कमी महसूस न हो । मैं आंकडो मे नही जाना चाहता, लेकिन इतना जरूर बताना चाहता हूं कि दूसरे देशो मे जापान ने क्या कर रखा है टेक्नीकल मदद के लिये उन्होंने 1967 मे 288.13 मिलियन येन की मदद की, जब कि 1968 में 415 मिलियन येन की मदद की । आप देखिये खनिज विभाग तभी बढ़ सकता है जब उस को पूरी तरह से आप सहायत देंगे । यहां तक कि उन्होने छोटी-छोटी माइन्स के डेवलपमेंट के लिये जापान ने 1961 मे 387 मिलियन येन

का डेप्रीसियेशन दिया जब कि 1962 में 850 मिलियम येन का डेप्रीसियेशन दिया । तो कहने का मतलब यह है कि खनिज का उत्पादन आप तभी आगे बढ़ा सकेंगे जब कि आप खानों का मुआयना करेंगे, एक-एक खान की स्थिति को देखेंगे, जैसे जापान में है। जापान में अगर एक खान को बाहर से सामान मंगाने पर ज्यादा ट्रांसपोर्ट का खर्चा पड़ता है तो उस को सबसिडी देते हैं ताकि उत्पादन न रुक जाये। इसलिये सबसिडी दे कर उस खान को चालू करते हैं। लेकिन यहां उस से उलटा हो रहा है । इसलिये मैं चाहूंगा कि जब आप के पास वैल क्वालिफ़ाइड स्टाफ़ है, जब इंडियन माइन्स ब्यूरो आप के पास है तो उन का अलग-अलग एरिया बांटा जाये । मिनरलवाइज उन को काम क्यों नहीं सौंपते ताकि उत्पादन को बढ़ा सकें ?

एक चीज़ बिल्ड करने वाले को कम से कम दो साल लगते हैं लीज़ मिलने में । आखिर क्यों? जब आप ने 9 महीने का टाइम रखा है उस को 12 महीने बढ़ा रहे हैं, फिर डेढ़ वर्ष बढ़ायेंगे तो ऐसा क्यों कर रहे हैं? आप 6 महीने क्यों नहीं करते हैं? इस से देश को रेवेन्यू कम मिलता है और उत्पादन भी कम मिलता है ।

हमारे यहा सब से बड़ी समस्या फ़ाइनेंस की है। छोटी माइन्स को वित्त नहीं मिलता है । इसलिये जैसे और मुल्कों में अलग-अलग फ़ाइनेंस कौरपोरेशन्स माइनिंग के लिये खुले हुए हैं उसी तरह से यहां भी माइनिंग का कौरपोरेशन बनाया जाये जो माइनिंग के अन्दर मलबे को, अन्डरग्राउन्ड मलबे को लोन दें। आप को मालूम है कि अन्डरग्राउन्ड में 20 परसेंट ठेकेदार को मिलता है, 80 परसेंट रिजर्व मिलता है तो उस के ऊपर उस को लोन मिलना चाहिये। इन खनिजों को स्माल स्केल इंडस्ट्री के अन्दर रजिस्टर नहीं करते हैं। आप उस को इस में रजिस्टर करने की इजाजत दे दें आखिर यह भी एक उद्योग है । इस प्रौबलम को सौल्व करने की कृपा करें।

इस के साथ मैं निवेदन करूंगा कि टक्नीकल एडवांइस फ्री होना चाहिये। आज यह स्थिति है कि माइन्स फ़ोरमैन नहीं हैं, सर्वेयर नहीं है, इंजीनियर नहीं है, टेक्नीकल स्टाफ़ नहीं है, इन की काफ़ी कमी है। देश में जहां एक तरफ़ लोग बेकार हैं, वहां दूसरी तरफ़ टेक्नीकल स्टाफ़ की कमी है। इसलिये आप ऐसे सेन्टर्स खोलिये जहां से सर्वेयर, माइनिंग इंजीनियर्स और फ़ारमैन निकलें। अभी एक हजार माइनिंग इंजीनियर्स की जरूरत है जब कि प्राइवेट सैक्टर में दो हजार माइनिंग इंजीनियर्स की जरूरत है। आज माइनिंग फोरमैन की 1000 से 1200 रु० पे मान ली गई है, जब कि उन को 300, 400 रु० ही मिलता है, जो कि नहीं मिलना चाहिये इन शब्दों के साथ मैं अपनी बात समाप्त करता करता हूं।

श्री नागेन्द्र प्रसाद यादव (सीतामढ़ी) : सभापति जी, मैं आप के द्वारा मंत्री जी से कुछ निवेदन करना चाहता हूं। श्रीमान चौथी पंचवर्षीय योजना में इस्पात उद्योग पर 834 करोड़ रुपये व्यय किये गये। योजना के अन्त में सिर्फ एक लाख टन इस्पात का वार्षिक उत्पादन हुआ जब कि योजना के अनुसार 90 लाख टन इस्पात का उत्पादन होना चाहिये था। 1969-70 में सरकारी क्षेत्र में 27 लाख टन का उत्पादन हुआ था जो कि चतुर्थ पंचवर्षीय योजना का प्रथम वर्ष था और फिर उस के बाद उक्त योजना के अंतिम दो वर्षों में वस्तुतः कोई अतिरिक्त उत्पादन न हो सका इस का अर्थ यह हुआ कि राष्ट्र ने एक ओर तो 834 करोड़ रुपये इस्पात के नाम पर व्यय किये और नतीजा यही निकला कि सिर्फ़ 13.8 मिलियन टन इस्पात का उत्पादन योजना में हुआ। यह इसी

[श्री नगेन्द्र प्रसाद यादव]

तरह की अविवेकपूर्ण अमियंत्रित एवं व्यर्थ के व्ययो का परिणाम है कि आज देश में चारो तरफ़ गरीबी और मुद्रास्फिति के लक्षण बढते जा रहे हैं। सच तो यह है कि इस गरीब राष्ट्र के 834 करोड़ रु० सिर्फ एक इस्पात उत्पादन के ऊपर इसका व्यय किया गया और परिणाम निकला वह आप के सामने है। क्या हमने इस से कोई सबक सीखा है?

ऐसा पता चला है कि औद्योगिक सबधो की खराबी प्रशासनिक दुर्व्यवस्था एव याजना अविवेकपूर्ण का ही यह परिणाम है कि सरकारी क्षेत्र में इस्पात के उत्पादन की यह दुर्दशा है जैसा कि अन्य सरकारी क्षेत्रो मे भी देखा जाता है कि कई तरह की कार्यकारिणी समितियां बनाई गई हैं जिन्हों ने इस्पात कारखानों को 4, 5 दिनो तक देखकर कई तरह बहुव्यय साध्य प्रस्ताव कारखानो के उपकरणों मे पूर्णता लाने की दृष्टि से प्रस्तुत किये है।

17.00 hrs.

इस सम्बन्ध मे निवेदन यह है कि दर-असल ये समस्याये उतनी महत्वपूर्ण नही है जितनी दूसरी है। यदि हमने चतुर्थ पचवर्षीय योजना से उचित सबक सीख कर सही दिशा मे कदम नही बढ़ाये तो इसका परिणाम अत्यंत भयकर हो सकता है। यह कौन सी बात है कि गरीब देश के गरीब नागरिको मे अधिक मे अधिक पैसे लेकर ऐसे कार्यक्रमो मे उनका व्यय किया जाय जिससे राष्ट्र को किसी तरह का अतिरिक्त लाभ नही प्राप्त होना है। अपनी नीति मे कोई परिवर्तन न करने का अर्थ सिर्फ यही होगा कि आगे भी पुरानी बाते दुहराई जायेगी और योजनाओ का कार्यान्वयन चाहे तो अपूर्ण होगा या विलबित ढंग या उत्पादन अत्यन्त अल्प होगा और इस्पात की कमी ज्यों की त्यों रहेगी और आयात इसी तरह चलते रहेंगे।

अच्छा होगा कि स पहले औद्योगिक धन्धो को ठीक करने की दिशा मे उचित कदम लिये जाये। ट्रेड यूनियन और कारखानों की प्रशासन पद्धति में उचित सामंजस्य लाये बिना यह कार्यसिद्ध नहीं हो सकता। इस पर शीघ्राति-शीघ्र ध्यान देने की आवश्यकता है। सब से बडी बात यह है कि कारखानो के सही सचालन की ओर ही जितना ध्यान दिया जाना चाहिये था उतना नही दिया जा सका। बाश-रीज की हालत ही आप देखे। जब तक यह अपनी क्षमता का 95 परसेंट काम नही करती, धुले हुए कोयले की हमे पर्याप्त मात्रा नही मिल सकती। कोकिग कोयले की उत्पादन की बात को देखा जाए। इनका उत्पादन सरकारी एवं गैर सरकारी दोनो क्षेत्रो मे अत्यन्त उपेक्षित रहा और इस का परिणाम यह रहा कि बाशरी के चलाने की क्षमता और उस के अनुपात मे अतिरिक्त कोकिग कोयले का उत्पादन नही हो सका। बिजली की कमी ने भी स्थिति को बिगाडने मे काफी काम किया है और नतीजा यह हुआ कि इस्पात का उत्पादन कम हुआ और इसके चलते मुद्रास्फिति बढी और साथ-साथ 150 करोड रुपये का फारन एक्सचेंज भी हमे सहन करना पड़ा। परि-वहन की भी समस्या रही। एक ओर तो रेलवे का असहयोग और कुछ ट्रेड यूनियनो का भी कुछ अजीब ढग का रुख इस मे बाधक बने। और फिर पिछले 4–5 वष मे ऐसी चेष्टा नही की गई और कच्चा माल उत्पादन करने की क्षमता भी इन कारखानो की बढाई जाये। अधिकारी वर्ग ने इस बात को समझने की कोशिश ही नही की कि कम से कम व्यय मे अधिक से अधिक काम कैसे उठाया जा सकता है। यह स्थिति अभी चल रही है। इस पर ध्यान दिये बिना कोई भी कार्य सुचारुरूप से नही चल सकता।

जनवरी, 1973 मे स्टील आथेरिटी बनी। इस तरह करीब एक वर्ष से यह आथेरिटी चल रही है। ऐसा लगता है कि जिस उद्देश्य से इस आथेरिटी की स्थापना हुई थी उस में महत्वपूर्ण परिवर्तन की आवश्यकता है। कई आर्थिक, राजनैतिक एव औद्योगिक कारणो

से इस तरह की संस्थाओं में कुछ अविवेकपूर्ण एवं भारी भरकम दीखने वाले तत्व अक्सर आ जाया करते हैं और छा जाते हैं। इस्पात मंत्री ने जैसा कि उपरान्त में इंगित किया था और सरकार ने उसे स्वीकृत किया था कि स्टील आथेरिटी का स्वरूप ऐसा होना चाहिये कि जिसमें उचित योजना उचित समन्वय एवं उचित वित्तीय नियंत्रण और उच्च स्तरीय नीति-निर्धारण करने वाली संस्था के रूप में यह विकसित हो। यह स्पष्ट कर दिया गया था कि प्रत्येक एकक (जैसे कि इस्पात के कारखाने एक अलग स्वतंत्र विधि पूर्वक स्थापित कम्पनी के रूप मे काम करेंगे) किन्तु स्वर्गीय कुमारमंगलम् का यह सपना, ऐसा लगता है, अधूरा ही रह गया और अभी भी यथास्थिति ही चल रही है।

1973-74 मे स्टील आथेरिटी और स्टील विभाग ने जो कार्य किया, उसे देखने के बाद हमारा ध्यान दो बातों की ओर तुरन्त जाता है। पहली बात यह है कि चतुर्थ पंच-वर्षीय योजना मे इस्पात उत्पादन अविवेकपूर्ण योजना, बिजली, परिवहन, कोल आदि इत्यादि की दुर्लभता के कारण कम हुआ। बहुत कम लोग इस बात को जानते है कि इस्पात के कारखानो मे पर्याप्त उत्पादन लेने के लिए प्रति दिन 36 हजार टन कोकिंग कोयले की आवश्यकता होती है। यदि प्रति दिन 30 हजार टन कोकिंग कोयले की सप्लाई की जाये तो उत्पादन सिर्फ 65 प्रतिशत होगा। 6,7 हजार टन और कोयला अतिरिक्त लगाने से अतिरिक्त 35 प्रतिशत इस्पात का उत्पादन हो सकता है। यह अतिरिक्त 6,7 हजार टन कोयला कितना कम है और इस से मिलने वाला अतिरिक्त 35 प्रतिशत लाभ कितना अधिक है इसे समझने की आवश्यकता है। इस तरह जहा 100 या 200 करोड़ रुपया अधिक व्यय करने से ही अधिक लाभ हो सकता है वही हमे चलाना चाहिए पर जहा व्यय होना चाहिए वहा हम कर नही रहे है और जहा मितव्ययता करनी है वहां फिजूलखर्ची हो रही है। इस पर विचार न करना बड़ा ही अविवेकपूर्ण होगा।

17.06 hrs.

[SHRI JAGANNATHRAO JOSHI *in the Chair*]

श्रीमन्, मै आप के माध्यम से मंत्री जी का ध्यान गावो के उन छोटे-छोटे लोहारों की तरफ दिलाना चाहता हू जो कि हल, कुदाल, हथोड़ा और हंसवा आदि बनाते है लेकिन उन को आप ने लोहा आदि देने की व्यवस्था नही की है। वह बेचारा लोहार मार्केट मे जा कर तीन गुने दाम पर, चार गुने दाम पर सेठो की दुकान मे लोहा खरीदता है और उस महगे लोहे से वह गरीब हल, कुदाल हथोड़ा और हंसवा बनाता है। श्रीमान, मै आप के माध्यम से मंत्री जी से कहना चाहता हू कि उन गरीब लोगो की तरफ मंत्री जी को ध्यान देना चाहिए और उन को उचित कीमत पर लोहा मिलना चाहिए। माननीय मंत्री महोदय का बहुत दिनो से गरीबो से सरोकार रहा है और गरीबो की गरीबी के बारे मे मंत्री जी अच्छी तरह से परिचित है। इसलिए मेरा मंत्री जी से निवेदन है कि गावो के गरीब लोहारो और छोटे-छोटे कारीगरो को उचित दामो पर लोहा देने की व्यवस्था की जाए . . .

सभापति जी, मै आप के माध्यम से मंत्री जी का ध्यान गावो मे जो गरीब लोग छोटे छोटे इटो के भट्टे लगाते है और उन को चलाते है, उन की ओर आकर्षित करना चाहता हू। मेरा कहना यह है कि उन लोगो को उचित रेट पर कोयला देने की व्यवस्था नही की गई है। इसलिए मै आप के माध्यम से मंत्री जी से निवेदन करना चाहता हू कि जो गाव के लोग, गाव के किसान अपने मकान बनाने के लिए छोटे-छोटे ईटो के भट्टे लगाते है और चिमनी मे जो कोयले की आवश्यकता होती है, उस कोयले को उचित रेट पर देने की व्यवस्था उन लोगो के लिए होनी चाहिए।

श्रीमन्, आप ने मुझे बोलने का अवसर दिया, इस के लिए धन्यवाद।

SHRI S. L. PEJE (Ratnagiri): Before I support the Demands of the Ministry of Steel and Mines, I want to bring to the notice of the Minister the progress made by the Ratnagiri Aluminium Plant. In 1965, the Bharat Aluminium Company was incorporated with the object of setting up one plant at Korba and the second plant at Ratnagiri. What was the progress and achievement made by BALCO? From the report, it is seen that at Korba the first stage had been completed and it was commissioned in April last. The second stage is expected to be commissioned in 1976.

But what is the progress made at the Ratnagiri plant? During the last 8 or 10 years, the Government of Maharashtra has kept acquired some 500 acres of land. That Government has come forward to supply electricity from the Koyna Hydro-electric Project at concessional rates. The State Government has made provision for the supply of water. It has spent nearly Rs. 2 crores in completing the project.

Having done this, what was the amount spent upto 1973 for Ratnagiri Plant? It is hardly Rs. 1.40 crores. I was surprised when I heard the figure given by the Deputy Minister about the requirement and projected production of aluminium, that we are expecting the capacity to be 2,51,000 tonnes in the coming 3-4 years. But looking to the progress made during the last 8-9 years, I do not know how he is going to fulfil the target.

So far as Korba is concerned, the project estimates were submitted to the Government in December, 1966, and within ten months the Government's approval was given to Korba. What is the treatment meted out to the Ratnagiri plant? I am rather distressed to see that even the provision made in the current year's budget, which is about Rs. 8 crores is conditional. It is going to create difficulties. The sanction has to be obtained before March, 1974. I do not know whether the Ministry has obtained the sanction before March, 1974. It is for the Minister to make a categorical assurance whether the Minister has been able to obtain the sanction of the Government of India. If the Government do not come forward and accord sanction, we fear that the project might not even come up as per schedule.

I urge upon the Ministry the need to improve the Ratnagiri district which is a backward district. It has been declared by the Government of India that it is industrially backward; there are no communications; there are no industries. That is why this project has been taken up. Some hon. Member—a Member from Gujarat, I think —said that it is a political decision. I do not know whether it is a political issue or not. But it is certainly wrong not to develop it. We talk of giving weightage so far as industrial development is concerned, and we say that the backward areas should be given weightage in the establishment of industries. That was the main criterion on which we planned this particular project at Ratnagiri, Bauxite is available at Udgiri and Dhangarwadi in Kolhapur district. If we develop it to 50,000 tonnes capactiy per annum, it will last 80 years. If we create communication facilities, and develop it to one lakh tonnes per year, then, it will be sufficient for 40 years and more. I would urge upon the Ministry to see that this project gets the approval of the Government and it is commissioned as planned.

Secondly, I would request the concerned Ministries to realise that so far as Maharashtra is concerned, Chandrapur and Ratnagiri, are the two important districts where minerals are found on a large scale. So far as Ratnagiri is concerned, silica, mica, bauxite, iron ore, manganese, etc., are the main minerals that are found there, but they are not exploited for the last so many years.

Lastly, I would like to bring to the notice of the Minister the availability on a large scale, of ilmenite sands in Ratnagiri district. It is a precious mineral and out of it some plutonium

is manufactured. I request the Ministry to undertake a geological survey of Ratnagiri district so that the ilmenite sands and other minerals that are found in the Ratnagiri district on a large scale are exploited so as to give employment to the people there. At present there is no employment for them. Thousands of people from Ratnagiri have to go to Poona and Bombay. In fact, about five to six lakhs of people have come to Bombay and Poona from Ratnagiri district simply because there is no employment for them in their district.

Thirdly, there is one point regarding the harbour that is to be developed there at Ratnagiri. Side by side, if the plant is not coming up, the development of the Ratnagiri harbour project will also be affected. These two are correlated with each other. If this plant is not taken up, the progress of the harbour will also be affected. Therefore, I request the Ministry to consider that this plant, particularly, is taken up so that other ancillary industries in the environment will follow in due course.

I thank you once again for giving me the opportunity to say a few words.

श्री गेंदा सिंह (पदरौना) : सभापति महोदय, सरकार ने कोयले के काम को अपने हाथ में लिया है और लिये रहना चाहिए। सरकार के इस कदम से देश में समाजवाद के लिए रास्ता प्रशस्त हो सकता है। कोयले के उत्पादन के काम में बड़ी कठिनाइयों का सामना करना पड़ेगा—सरकार उन कठिनाइयों का सामना कर रही है और उस को करते रहना चाहिए। लेकिन उस को इस काम को अपने हाथ में ले कर इस को जनता की ही सम्पत्ति बनाए रखना चाहिए।

"आज इकानोमिक टाइम्स" के तीसरे पन्ने पर एक बड़ी खबर है कि मिर्जापुर में आठ लाख टन कोयले के भंडार का पता चला है। यह काम रूस और हिन्दुस्तान के सहयोग से हो रहा है और इस पूरी योजना से करीब एक अरब रुपये की बचत हो सकता है। मैं मंत्री महोदय से निवेदन करूंगा कि वह उस लेख को पढ़ें और इस सम्बन्ध में जो कुछ किया जा सकता है, वह करें।

THE MINISTER OF STEEL AND MINES (SHRI K. D. MALAVIYA): Mr. Chairman, I am grateful to the House for the very valuable suggestions offered to the Government for consideration. I can assure the hon. Members that it will be my sincere effort to consider them all in our Ministry and sort them out to do whatever possible for the Government to do within the framework of its policy. Even if we have to stretch our policy with a view to accomplishing the social needs we shall do it and whatever we cannot do, we shall let the hon. members know those who have made the suggestions. My own reaction is that during the last years when I had the privilege of occupying these benches and had something to do with my Ministry, I did not receive such valuable suggestions as I have received today and I take some lessons from the suggestions I have received.

Obviously I cannot go into all those suggestions which have been made here, but I should like to talk about some of the general problems which have been posed or which have flowed from the suggestions made. Those general problems are, in my own opinion, very vital for all of us to understand and then act upon them. First of all, I shall refer to the accidents that have occurred in the coal mines. It is a matter of extreme regret that in the coal mines a number of accidents occurred. Our heart goes out to all those sincere workers who died for the cause of production and we feel that it should be the sincere effort of the Government to minimise the mining accidents and to see that they do not occur. But, the background facts are such which cannot be ignored by us. The mines have worked for a very long time. Most of the mines, unfortunately, were not worked scientifically. As a result of long neglect of mining techniques, the

[Shri K. D. Malaviya]

mines got weakened, and the result was, one after another many accidents took place, which perhaps, with proper care at the time when they were under the control of previous owners, could have been prevented. In the coal mines the number of serious accidents in 1971 was 1460 in 1972—1540 and in 1973-74.

PROF. MADHU DANDAVATE: 1,000 is compulsory.

SHRI K. D. MALAVIYA: 1,000 is common. The number of fatal accidents were 192, 201 etc.

Therefore, it will be our effort, now in cooperation with the Labour Ministry to see how best we can avoid these accidents. There is a sense of urgency now. Even if some more money is needed, to avoid these accidents, Government will not hesitate to spend money to improve the mining techniques and to improve the mines where such accidents take place and go deeper into the problems, technical and otherwise, which cause these accidents.

I will immediately, Mr. Chairman, with your permission come down to industrial relations, because this in my opinion, is the most important problem that faces us today. It is not an isolated problem which faces us in the Ministry of Steel and Mines. It is an overall problem, an overall situation which obtains in the country today. If I may be allowed to say, Sir, all the attack on the Government for the deterioration in industrial relations is most unfortunate and not called for. There are more than three parties involved in it, the Government, the agencies controlling the private sector or the public sector, the trade union leaders and the wage earners. There are certain political motivations also, either of the regional type or of the State type or of the Central type. Now, unfortunately, there has not been helpful or cooperative adjustment between these four forces that are operating in the places where production is going on today. My own view is, a solution has to be found out to draw a satisfactory means, which would ensure, on the one hand, a rapid rise in production and on the other, a dedication of the trade union leaders to the cause of production. Government has a policy of sympathetic support to the cause of wage earners, to improve their living conditions and also to see that their due wages are given to them. But, in regard to all these matters, it is not easy for us to find out a solution. It is, of course, comparatively easy for us to receive the attack and at certain times to receive sermons. There have been criticisms that we are trying to throw the blame on each other. They say 'when coal is in the pit-heads, Railways do not provide wagons and when Railways are able to move, coal is not there'. I have heard all these criticisms. But the real issue today is, are the trade union movements agreed on this fact that in this vital sector of industry on which hinges the entire future of our country and of the national development programme, some least common factor could be agreed upon? Even though this Government goes away and some other Government of any pattern or colour takes its place tomorrow or a year hence, they will have to face the same problem. If this problem which stares us in the face today is not resolved today or tomorrow, I am sure no other Government, single-handed or by combinations, can ever dare to solve it.

SHRI BHOGENDRA JHA: The hon. minister is placing the responsibility on the trade unions. Is the Government prepared to recognise the unions in all the steel industry units on the basis of secret ballot and one union?

SHRI K. D. MALAVIYA: I hope he will listen with patience. Perhaps I may be able to satisfy him.

So far as cooperation from Government is concerned, we have only to go to our steel mills and coal mines to see what an amount of cooperation we are trying to extend to the trade unions which are either recognised or have a very important place in that

region or field of activity. It is the determined policy of the Government and instructions have been issued to all our units that wherever recognised trade unions exist, we have to give them preference and negotiate with them and sign agreements with them with regard to the working of that particular field of acitivity. At the same time, we have not hesitated to say that even in the case of unions which have not been recognised rightly or wrongly—I do not want to enter into that controversy—and which have an all-India role, even with them they are always prepared to negotiate and listen to all reasonable demands. I am sorry to say—I am not saying it in any partisan spirit—there are trade unions and trade unions which if they are not recognised will have a different pattern of behaviour and which, if recognised, will behave like good boys. In this way, things cannot move properly. We have to remain within the framework of a discipline, which is to recognise the decisions of the Government and trade union movement, as reached by the Labour Ministry. If a union is not recognised and has some influence there, we always seek their cooperation.

The fact is, along with this complication of our not being able to reach an amicable pattern of behaviour within the trade union movement due to any mistake—I am not going into that—the regional tensions also exist. They bring down the pattern of industrial culture that is automatically taking its own shape by virtue of the time we are spending. Take Durgapur or Bhilai or Rourkela. Everywhere we have a different pattern of relationship which is complicated by regional tensions. It is very difficult for us in our parliamentary democracy always to talk straight things. If I were to talk straight things in Parliament, perhaps I will be misunderstood. The fact is, these regional tensions must be suppressed by the trade union leadership. Neither Government nor trade union leadership should encourage this tendency of regional partisanship, favouritism or whatever you may like to call it. If we all agree that this factor or the weakness of developing regional tensions is discouraged and we try to eliminate it by persuasion, strong persuasion or persuasive persuasion, if the Government and the trade union leadership agree on this, things can very well improve. If they are not going to improve, then I am afraid that strikes and tensions will continue, as they are continuing today in the railways, or steel or coal. What will happen? The railways will not be able to move anything. Everyday we read in the newspapers about some settlement coming and then having not come. I do not know what is going to be a strike, the result will be disastrous. There will be a downward trend in production with greater complications.

There is also the law and order problem, especially in the coal mines. It is the firm intention of the Government to meet this challenge of law and order. This comes from a situation which is politically motivated at times, or it may be due to inter-union rivalry. How can a good worker, who is supposed to be in charge of a small coal mine, go out of his house at about 12 O'Clock in the night, under protest from his wife and children, and go miles and miles to see whether a mine is working properly, if we cannot maintain law and order. He dare not go because he may be shot dead or killed. Incidents of that nature have taken place. There is a general tendency of fear created among very good workers, and then they are blamed. The leadership in the coalmines in Raniganj or Jharia are blamed for dishonesty or incompetence. I am here to repudiate all such charges made against them, which are not based on any solid information. It is my duty to protect the honour and the working capacity of those workers who are giving

[Shri K. D. Malaviya]

their best to help the production trends, whether it is in the coal mines or steel.

I personally went to a steel mill and I took with me prominent leaders of the trade union movement belonging to several political parties. We tried for two days to settle the issues but all the the trade union leaders failed in their effort. It was the General Manager who succeeded in bringing about a settlement. He succeeded because he thought it was his duty to enforce discipline and discipline was enforced. It succeeded because 90 per cent of the workers do not want strikes They are fed up with the trade union politics that is going on in the industrial belt, be it in the steel factory, coal mines or the railways They know there are some people who are always there to create trouble.

It does not mean that I as the Minister, or my Ministry, do not realise that a lot has to be done. I admit that many things have not been done. But we can sit round the table and see what can be done. I assure all the trade union leaders who are really powerful and influential in their respective zone, if they come and sit down to discuss about the welfare of the workers, the Government will go the longest way to placate them, to accommodate them, if there is no political motivation. But if there is inter-union rivalry or political motivation, it will not be possible for the Government to submit to that or find any solution, because politicalisation of the trade union movement is undesirable from every point of view.

I will now quickly deal with some of the points made by the members of the opposition. Shri P. M. Mehta referred to a case where pension has not been granted to an employee of a nationalised mine. The Coal Mining Authority has decided to pay pensions to all such persons upto Rs. 500 in each case per month. That decision has already been taken.

Now, I would like to refer to the question of Salem Steel Plant because it is an important one and it has been mentioned by some of the hon. Member opposite and also by some Members on this side of the House. They have, undoubtedly, expressed their concern over the delay in the execution of the steel projects and Salem Plant has also figured in the observations made by the hon. Members. I would like to assure the hon. Members that the Government is firmly committed to push ahead this project and the Steel Ministry and the Steel Authority are determined to do their best to adhere to the time-schedule, as far as possible, and to fight with the Finance Ministry to see that the schedule of the progress is maintained

The hon. Members are, however aware of the abnormal situation which prevails today in the economic field on the national basis Nobody can deny it There is an acute economic crisis that faces us today. Neither my hon friends facing me opposite can deny it nor any Member on this side can deny it. There is an acute economic crisis on the food front, on the oil front and all that We know, it is a reality. It cannot be denied.

SHRI C. T. DHANDAPANI: Is that only in the case of Salem Steel Plant? (*Interruption*).

SHRI K. D. MALAVIYA: This acute economic crisis has, undoubtedly, resulted in lower allocation of resources and that too in the face of rising costs. These reductions in allocations are not only for Salem Steel Plant but even for Bokaro and other Steel Plants and these reductions appear to me to be inevitable today. I can assure my hon. friend from the D.M.K. party and the lady

hon. Member that every effort is being made to increase the allocation of funds for steel projects, including Salem. I am hopeful that we will be able to procure some more resources for our steel project, including Salem. The moment we get all those resources, by our effort and with your cooperation and support, I assure you that Salem project will be taken care of. We are very seriously looking into the problem. No Member in this House can look at it more seriously than I can look at it. The production at Salem Plant will be as much his as mine. I may inform my hon. friend from the D.M.K. party that he cannot take greater interest in the Salem Steel Plant as I do.

Now, I come to the idea in regard to captive plants. I personally feel and the Ministry is strongly convinced that both in the coal field as well as in the steel field we must have our own captive plants. Experience has taught us that we should have our own captive plants which should help us substantially to stick to our programme of increasing steel production. The general situation on the power front is known to hon. members. In my opinion it is highly necessary that we give greater attention to the question of maintenance of our power-generating units. If we maintain them more satisfactorily perhaps we will be able to get a little more power by this amount of investment. There are many schemes which are ahead; I am not just now elaborating on those schemes, but I would only say, in totality, the Irrigation and Power Ministry is adding to power generating capacity, and we are also making supreme effort to convince the Planning Commission to give us sufficient resources with a view to have captive power plants.

Regarding the bottleneck of transport for movement of coal and coal production my colleague has already dealt in some detail. There is no doubt that coal production has increased, and in this context the controversy that has been raised today in a most superficial and irresponsible manner about our going back in the question of coal being in the nationalised sector is just a thing which I am not able to understand. Only politically senile people can raise this question....

AN HON. MEMBER: Who raised it?

SHRI K. D. MALAVIYA: Some leader in U.P. made a suggestion that coalmines should go back to private owners. He is an out-dated man; he does not understand that several lakhs of coalmine workers have been liberated. (*Interruptions*) If our policy has given any encouragement to you, then my friend is encouraging them much more than what I am encouraging them.... (*Interruptions*) You have never extended your hand of cooperation; you do not believe in nationalisation. I hope my friend who has come nearer to us and who has tried to appreciate our programme will never go to them again.

I was referring to the question of transport, movement of coal. We must have a stock of 36,000 tonnes of coal per day for maintaining the trend of increase in steel output. If we do not have that stock, I want to be very candid in my information to the House. then steel production will not go up. In my personal opinion, our steel production will go up to 5.466 million tonnes by the end of this year as against a reduced level of production because we are afraid that perhaps our coal production would not be able to reach the steel mills. There is an element of risk. If we go on recklessly using the coal that is lying there in stock and produce steel, then the result will be that we will put all those furnaces to risk. We are not prepared to give any more thermal stocks to our furnaces, because the more we take risk, the greater is the danger to our furnaces. I hope that better senses will prevail on these

[Shri K. D. Malaviya]

people who are sitting outside, who are not realising the danger and who are giving us sermons from outside to come nearer solution with regard to wage-earners. So far as rail workers are concerned, they are already negotiating; the Railway Ministry is dealing with this question. We have never tried to blame the other party for lack of performance that faces us today. I am not at all for it, and I never want that the Railway Ministry should be blamed for their inability to reach wagons or that they should blame us for not producing enough coal.

SHRI BHOGENDRA JHA: Coal has to be moved because it is not moved.

SHRI K. D. MALAVIYA: If wagons do not move, it is mostly due to the fact that there is labour tension and there is regional tension and you all know about it....

SHRI KRISHNA CHANDRA HALDER: You are responsible for the labour trouble.

SHRI K. D. MALAVIYA: If you really want, if the Parties really want to ameliorate the conditions of the wage-earners, we are prepared to go 51 per cent towards them. We are prepared to negotiate but politics must be kept out. If politics is there, if any political party or if any leadership sitting outside this House thinks that they can pressurise the Congress Party by politicalisation and thereby they can snatch some concession, they are utterly wrong. They cannot do it. It is an anti-labour policy, it is an anti-labour approach if they think by political moves they can pressurise. That is not right. I have enough coal to move and the Railways are prevented from moving the coal to the steel plants....

SHRI BHAGWAT JHA AZAD (Bhagalpur): The Railway Ministry say that they can carry only 60 million tonnes instead of 80 million tonnes because there is no coal. The Coal Ministry says that they have 80 million tonnes production in the country. Who is right and who is not right? We want an answer to this question, because we are getting it at Rs. 14 for consumption here.

SHRI K. D. MALAVIYA: I refuse to be provoked....

SHRI BHAGWAT JHA AZAD: Perhaps the Deputy-Speaker was right when he said that neither coal nor steel is responsible. Only the consumers are responsible.

SHRI YAMUNA PRASAD MANDAL (Samastipur): The CPM is responsible.

SHRI KRISHNA CHANDRA HALDER: Your INTUC leaders are responsible for it.

SHRI K. D. MALAVIYA: There is an important matter referred to with regard to SAIL and some suggestion has been made to restructure the SAIL or to modify the structure of SAIL. In this connection some decision....

SHRI VASANT SATHE (Akola): What about the good suggestion that was made that you, as a Senior leader, should call a conference of all the concerned Ministries including the labour people to settle this most tragic, too serious a problem of labour relations and others which are hampering the movement of coal? Why do you not take the initiative?

SHRI K. D. MALAVIYA: I accept this challenge on one condition....

PROF. MADHU DANDAVATE (Rajapur): Not challenge, a suggestion.

SHRI K. D. MALAVIYA: ....As a humble servant of the Parliament, as a humble Member of the Parliament and not as a Minister, because Ministers have different responsibilities, I

am quite prepared to sit down with all those Members of this Parliament and also some representatives of the Ministry, if I am asked to do so provided there is one thing which has to be accepted, that only the interests of the workers should be kept in view.

DR. KAILAS (Bombay South): That will never come.

SHRI K. D. MALAVIYA: It is only the interests of the workers that should be kept in view.... (*Interruptions*).

आप सुन तो लीजिए। यह सीक्रेट बैलट वाली जो बात है उसको लेकर मिनिस्ट्री जानती है, वह उसको कर रही है और लेबर मिनिस्ट्री कोई प्रस्ताव सामने लाएगी तो उसपर आप गौर करेंगे और हम भी अपनी राय देंगे। हम उसूलन इसकी मुखालिफत में नहीं हैं कि बैलट से फैसला हो जाए कि एक यूनिट में एक यूनियन रहेगी।

I was just trying to make out a single point and it is this, that if it is the earnest desire of all trade union movements ..

SHRIMATI PARVATHI KRISHNAN: I want to just ask on this question of movement of coal. I made a suggestion that both the Steel and Mines Ministry and the Railway Ministry should put their heads together and sort out and stop this slinging match that is going on between one Ministry and another and the Ministry and the workers. Why not you hold a conference exactly on the spot between the employing Ministries and the workers and sort it out there because the Railway workers have something to say on it and the coal workers have got to say something on it. Instead we have to see this slinging match in the newspapers all the time. Why don't you answer that question instead of giving homilies how labour should behave, search of heart, and all that?

SHRI K. D. MALAVIYA: I am afraid the Madam has to receive some homilies from me; I will take full advantage of my age and my relation with her Mr. Chairman, what I was trying to submit was this. We in the Railway Ministry and in the Ministry of Steel and Mines have been regularly meeting almost two times a week, trying to sort out problems. We have made some sort of picture also before us. I want to assure the House that this picture is a very rosy picture but I dare not say anything about it because I am afraid there is too much political motive behind all they say.

PROF. MADHU DANDAVATE: If the Minister describes this as a rosy picture then the rose has lost all its charm and colour; I must say that.

SHRI K. D. MALAVIYA: I violently differ from the approach of Prof. Dandavate because he has not understood these things. He has totally failed to understand the issues involved in it. I was trying to make it clear that we in the Railway Ministry and in the Steel Ministry have been regularly sitting and trying to sort out matters to have some pattern for solution which will be considered, provided, I again use the word provided, the CITU and the AITUC—sometimes they split up, the two wings of the AITUC, unfortunately under Shri Madhu Dandavate's leadership and his leader Mr. Fernandes' leadership—make up their minds. (*Interruptions*) I am not very much dissatisfied with the attitude taken by the AITUC leadership at the regional level. What they do at the all-India level I am not able to understand, but at the regional level I always get cooperation from them. I went to IISCO and I found out that the INTUC AITUC, HMS, and also the CITU are cooperating with me, and as a result of that cooperation, we are going to take some very expeditious steps which will satisfy by and large all the workers who are stationed there regarding housing, medical care and all that. We are working on that. But one thing I must say. Wherever there is political motivation like Dur-

[Shri K. D. Malaviya]

gapur where we have got some of the finest technicians of the country, there are regional tensions and because of factions of the recognised unions—I must say so without any hesitation to satisfy my Hon. friend the Marxist Member,—we are not able to achieve much

SHRI KRISHNA CHANDRA HALDER. We have got no factions.

SHRI K. D. MALAVIYA: Sometimes they also quarrel among themselves even with their leadership, they don't listen to their leader There was an officers association, there was a small strike, and the leaders went to persuade them. but they did not listen Therefore, I say, it is the politicalisation of trade union movement which is ruining the whole atmosphere there, which is ruining the cause of industrial production And therefore my appeal to this House is to use its good offices and influence on the Railway trade union movement as well as coal and steel movement so that proper, healthy condition may be restored by which we may be able to move ahead for the sake of the millions or so of workers who are today ready to work, but who are unfortunately prevented from working by certain sections of elements some of whom, Mr Chairman, are anti-social in their approach

Now, I want to refer to the Steel Authority.

MR. CHAIRMAN: May I know how much time will the hon. Minister take?

SHRI K. D. MALAVIYA: I shall take another ten minutes if I have your permission.

श्री धनशाह प्रधान धनपुरी कालरी, जि० शहडोल मध्य प्रदेश मे खान मे जो लोग दब कर मर गये है उस के लिये कौन जिम्मेदार है ?

SHRI K. D. MALAVIYA: मैं कह सकता हू कि उन के परिवार वालो को मुआवजा दिया गया है, और उनकी बेहतरी के लिये ख्याल करेंगे, उन के घर मे लड़को को नौकरी देंगे और इस बात का ख्याल करेंगे कि आगे से ऐसी कोई दुर्घटना न हो।

Mr. Chairman, I shall refer to one point and that is with regard to Steel Authority in India. The Hon. House is aware of the circumstances in which the Steel Authority was created. Also the House is aware of the objectives and functions of the Steel Authority. It was only about a year or so or a little more than a year ago that the Steel Authority was created. May I have the permission to submit to the House that this one year is not wholly a sufficient time for giving a trial to this? It has been thought of and it has been concretised that a little more time is needed for giving the trial for the working of the Steel Authority. I shall have to pay a tribute to the manner in which some of the ablest technicians concerned with the steel have now come to our help,—to the help of the government. So far as this organisation is concerned, I do not find the paucity of talent in this organisation. It may be that the organisation needs a little more improvement. We are committed; we are seriously considering in what manner we can further decentralise the entire pattern of the functions. Decentralisation is the need of the hour, whether it is in steel or in iron ore mine. We want to decentralise this power from the Government side as much as it is possible for us to do it. It is also my intention in the ministry, Mr. Chairman, to see to what extent we can send our responsible officers more and more frequently to the field of action. It is obvious that—I do not feel happy about it—many of them have to come to Delhi which is not a healthy practice. It will be for us to revise the *modus operandi* of the functioning of our senior technicians. The Steel authority as such has to be given a little more time to enable us to find out whether any further change or modification in a small or a big way is necessary. A point was now raised as to why the report of the Steel Authority was not placed on the Table of the House. According to me it is only the annual report which has to

be kept here. And the same has been submitted by the Steel Authority to Government and it is under active consideration of the Government. It will soon be placed on the Table of the House.

With regard to delay in Bokaro—I think Shrimati Parvati Krishnan mentioned about it—I would say that the delay, primarily, is in regard to the supply of equipment by H.E.C. It is now gathering momentum. There are sub-contractors. We have now to complete the construction of the plant in an integrated manner upto 4 million tonnes stage. A coordinated construction schedule for every stage has been prepared.

And lastly, about Bokaro trouble—I think Prof. Madhu Dandavate raised this—I have already tried to collect some facts. About 1500 of them are now trying to organise themselves to form an Association which is done everywhere. Those boys came and saw me. I hope everything has been settled. Some of their demands, in my opinion, are quite reasonable. Government is giving a very serious attention to see how this can be settled. It is not proper for these boys to show force in the manner they have done. (*Interruptions*)

18.00 hrs.

PROF. MADHU DANDAVATE: I have produced definite information to the effect that they were lathi-charged and arrested and they were put in trucks and taken away.

SHRI BHAGWAT JHA AZAD: It is Mr. Khanna who has shown force against the engineers and not the engineers. Those engineers were called to the administrative building and were made to wait for hours and hours, and this gentleman Mr. Khanna put them in the car or truck and sent them to the police lock-up. It was shameful on the part of Mr. Khanna to have done so. It was a disgraceful act on the part of the authorities there

PROF. MADHU DANDAVATE: I had produced the photograph also.

MR. CHAIRMAN: Let the hon. Minister clarify the position. Why should hon. Members not allow him to do so?

SHRI BHAGWAT JHA AZAD: Mr. Khanna is such a disgraceful person who could insult those young engineers. He should be removed from there. He is a disgraceful fellow. He stinks....

SHRI RAMAVATAR SHASTRI: On this point, he has been misleading the House.

They were beaten and taken away.

PROF. MADHU DANDAVATE: I had produced the photograph showing how these arrested people were put into the truck. I do not know how such a documentary evidence could be challenged by the hon. Minister.

SHRI S. M. BANERJEE: Mr. Khanna has done it, and Mr. Wadud Khan is supporting Mr. Khanna. Both these men should go out.

SHRI RAMAVATAR SHASTRI: He is the real villain of the piece.

श्री नागेन्द्र प्रसाद यादव : खन्ना के बारे में मंत्री जी कुछ बताइए । हम खन्ना के बारे में जानना चाहते हैं । आप बिहारी को क्यो नही इस जगह पर रखते । बिहार में लूटने के लिए आप ने उन को वहा क्यों रखा है ?

PROF. MADHU DANDAVATE: Why is he inducing regionalism in this controversy?

SHRI K. D. MALAVIYA: May I be allowed to make my submissions I am not able to understand what was the provocation caused. I have heard enough from all my hon. friends from the Opposition and from my side of the House. Now, let me be allowed to say what I want to say. There is a single man who is at the top who has to enforce some discipline. Rightly

[Shri K D Malaviya]

or wrongly he takes a decision Even if the decision is wrong, at that point of time, if the decision taking authority is disturbed, the entire discipline of the steel mill or any other plant is disturbed

Those boys when they came to me were very well behaved, and I am quite sure that there was nothing wrong with them I have also made a suggestion that some of their demands were quite reasonable, appeared reasonable to me, and I gave the promise that these demands should be seriously considered and they are being seriously considered Now what more could I say except one statement which has provoked my friends from Bihar

SHRI BHAGWAT JHA AZAD Not only from Bihar We are not from Bihar we belong to India The Minister may belong to UP but I belong to this country

SHRI BHOGENDRA JHA He must serve the interests of the country Whoever may be there he must serve the interests of the whole country We do not demand that there must be a Bihari as a managing director

श्री सतपाल कपूर (पटियाला) मंत्री महोदय यह कह रहे हैं कि मैंने डिमांड को मान लिया है फिर क्या इस को बार-बार उठा रहे हैं।

SHRI K D MALAVIYA Shri Bhogendra Jha has failed to appreciate why I used the word Bihar'

SHRI BHOGENDRA JHA Your colleague has said it

SHRI K D MALAVIYA Kindly listen to me now They came to me and I had the best rapport with them They all said that they were all Biharis that they came from Bihar It was legitimate on their part to have asked for certain concessions and made certain demands It was in that context that I used that word, that those boys who came from that State had some sort of misapprehension It was quite legitimate for them to have expressed that I said to them 'Look here, we will consider your demands very seriously, with all care that we can apply to it' Now they are being considered I would appeal to the House not to disturb that atmosphere (*Interruptions*)

SHRI MD JAMILURRAHMAN (Kishanganj) Do not disturb those boys Your policy has been to renew their service from year to year so that they are not confirmed.

SHRI K D MALAVIYA They will not be disturbed Their future is assured

PROF MADHU DANDAVATE You have neither confirmed nor denied the fact that there was a lathi charge on the construction engineers and they were arrested and put in the truck You are not merely to confirm the number but you are supposed to confirm or deny whether they were lathi charged put in the truck taken to the police station and detained there for a long time

SHRI K D MALAVIYA Facts are facts If they were lathi charged they were lathi-charged One report said there was a lathi charge On both sides there are versions I am not here to judge whether the version as given by a certain section is correct or the version as given by the other side is correct What I only said was that the demands made by these boys appeared quite genuine to me—some of them were genuine and some of them were not Those boys went away from there quite satisfied All those matters are well-nigh solved so far as the consideration part of it is concerned Therefore now to take up all those things and ask whether they were 1500 or 230 or 400 is not relevant to the issue In the context of the fact that they came from that State naturally they would have gone to many friends here and some friends who are outside They also came to me and explained the whole story to me Therefore this matter was confined to that State It was in that context that I used that word which should not be misunderstood

SHRI VASANT SATHE: I hope this gentleman, Mr. Khanna, is an Indian.

SHRI K. D. MALAVIYA: He is an Indian.

PROF. MADHU DANDAVATE: Since you are at this point, and you might skip over it, I would remind you that in the matter of labour relations I had pointed out that in a Bihar district one of the officers of a trade union was attacked with a rifle and 31 trade unionists were injured. You have not said a word about that.

SHRI K. D. MALAVIYA: I could not get the name you mentioned.

PROF. MADHU DANDAVATE: The Baulia Quarry Mazdoor Sangh Office in Bihar.

SHRI K. D. MALAVIYA: I am not aware of any such incident. We will make enquiries and let you know.

I have nothing more to say. I have covered most of the points. Some have been not answered. They will be covered later on, because there were so many points raised.

SHRI C. T. DHANDAPANI: What about a second mine cut at Neyveli?

SOME HON. MEMBERS *rose—*

SHRI JYOTIRMOY BOSU: I came running to put a question.

सभापति महोदय : जब मंत्री महोदय बोल रहे थे, तो कई लोगों ने अपने विचार सामने रखे और उसको उन्होंने जवाब दे दिया। अब अगर इसी तरह से प्रश्न और उत्तर चलते रहे, तो उस का कोई अन्त नही है। मंत्री महोदय को जो बताना था, वह उन्होंने बता दिया है :

Order, please. Please sit down.

There is only one cut motion moved by Mr. S. N. Singh. He is not present. I shall put the motion to the vote. The question is:

"That the demand under the head Department of Mines be reduced by Rs. 100."

[Need for local recruitment in Chandmari project of Hindustan Copper project in District Jhun-Jhunu of Rajasthan(3)]

The motion was negatived.

MR. CHAIRMAN: The question is:

"That the respective sums not exceeding the amounts on Revenue Account and Capital Account shown in the fourth column of the Order Paper be granted to the President to *complete* the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1975, in respect of the heads of demands entered in the second column thereof against Demands Nos. 78, 79 and 80 relating to the Ministry of Steel and Mines."

The motion was adopted.

[*The motion for Demands for Grants which were adopted by the Lok Sabha, are reproduced below—Ed.*]

DEMAND No. 78—DEPARTMENT OF STEEL

"That a sum not exceeding Rs. 20,85,13,000 on Revenue Account and not exceeding Rs. 133,90,69,000 on Capital Account be granted to the President *to complete* the sum to defray the charges which will come in course of payment during the year ending the 31st day of March, 1975 in respect of 'Department of Steel'."

DEMAND No. 79—DEPARTMENT OF MINES

"That a sum not exceeding Rs. 27,63,000 on Revenue Account be granted to the President, *to complete* the sum to defray the charges which will come in course of payment during the year ending the 31st day of March, 1975, in respect of 'Department of Mines'."

DEMAND NO 80—MINES AND MINERALS

"That a sum not exceeding Rs 27,73,08,000 on Revenue Account and not exceeding Rs 218,98,68,000 on Capital Account be granted to the President to complete the sum to defray the charges which will come in course of payment during the year ending the 31st day of March, 1975 in respect of 'Mines and Minerals'."

18 13 hrs

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, April 17, 1974/Chaitra 27, 1896 (SAKA)

GIPND—Iob I—319 L S. Jc 394—3-6-74—978